

REPORT

Boston Alternative Energy Facility - Appendix 4

Appendix 4 Phase Two Consultation

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-3004
Status: Final/0.0
Date: 23 March 2021



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Appendix 4
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Date: 22/03/21

Approved by: Paul Salmon

Date: 23/03/21

Classification

Project related

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REPORT

Boston Alternative Energy Facility - Appendix 4.1

Appendix 4.1 Minutes from Planning Inspectorate
meeting

Client: Alternative Use Boston Projects Ltd
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Appendix 4.1 Minutes from Planning Inspectorate meeting

This appendix contains minutes from a meeting with the Planning Inspectorate on 24 January 2019.



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Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: [redacted] and [redacted] (The Planning Inspectorate), [redacted] and [redacted] (Eversheds Sutherland) and [redacted] (RHDHV). On the phone: [redacted] (Lichfields).

Apologies: [redacted]
From: [redacted]
Date: 24 January 2019
Location: Skype Meeting
Copy:
Our reference: PB6934-RHD-01-ZZ-MI-E-1024
Classification: Project related
Enclosures: Action Tracker

Subject: Boston Alternative Energy Facility – PINS Update Meeting– 24/01/2019

Details

[redacted] provided a detailed update to the proposed Facility using a presentation to cover the key aspects of the Facility:

Process

Wharf and Feedstock supply

There will be a wharf which will take waste in and aggregate out. All ships will navigate The Haven using a pilot from the Port of Boston. The ships cannot turn in the navigable channel of the river outside the proposed new wharf, so will be required to use the Port of Boston's turning point outside the Wet Dock, or turn inside the Wet Dock.

All ships will arrive on high tide and depart on the next high tide

[redacted] identified that there was a guidance document on use of the river to transport construction material to sites. [redacted] identified that the Promoter is considering different transport means for bringing in construction materials.

The scheme maximum feedstock is anticipated to be approximately 1.2 million tonnes of refuse derived fuel (RDF) which comprises residual household waste (i.e. black bag waste) per year. The RDF requires processing on site to remove non-combustible material, such as metals, stones and glass. This will result in a total feedstock of one million tonnes of processed RDF to be fed into the gasification process; and approximately 200,000 tonnes to be segregated out via processing.

The availability of the RDF has been demonstrated in several market reports to confirm that this quantity of material would be available to the scheme.

A range of potential RDF source points within the UK have been identified, including Scotland, the east coast of England and south-east England.

Currently a footpath runs next to The Haven where the wharf will be located. This will need a permanent diversion. Routes will be confirmed with the local planning authority and other relevant parties. After

the first round of public consultation it was found that the vast majority of people do not use this footpath and prefer the path on the opposite bank of the river.

Currently the Port of Boston has identified that five is the maximum number of ships that can be received during one tide. The plan for this scheme is that there would be a maximum of two RDF deliveries by ship received on one tide. The vessels will come in on one tide cycle and out on the next. Overall it is anticipated that there would be approximately nine RDF shipments received per week. The number of shipments received by the Facility will increase the amount of movements on the river. However historically, there has been more vessels navigating the river on an annual basis than the predicted total shipments that would be required as a consequence of operating the Facility.

Storage

There will be a grab crane removing the RDF bales from the ships and a storage area for the bales where they will be placed in stockpiles with a maximum volume of 450m³ at a minimum distance of 6m apart, which is set by Environment Agency Fire Prevention Plan guidance. There will be around four days' worth of RDF supply in this storage area.

There will be approximately 40 stock piles. The waste will come in bales of 1.8m³ which will be tightly wrapped in plastic to minimise odour. The supplier will not load any damaged bales onto the ships, but damage may occur along the journey or during offloading, therefore there will be a re-baler in the storage area.

The bale store will have a sealed surface and sealed drainage and there will be no abstraction of water from, or discharging of effluent to, The Haven from the Facility.

Stockpiles will be removed on a first-in, first-out basis onto conveyors. The conveyor will have two lines.

Feedstock processing

The conveyor feeds into the RDF feedstock processing facility. There will be eight shredding lines and there is built-in redundancy capacity to allow for maintenance. The wrap will be shredded with the bulk RDF. There will be separation of ferrous metal and non-ferrous metal, fines and inert material (such as glass and stones).

The metal waste will be transported via road to off-site, local metal recycling facilities. The 'fines' and stones will be processed on-site in a Fines processing building to separate material that can be used for the lightweight aggregate facility on site; and denser inert material that will be removed from site by road to local sources for this material, which can be used for recycling into secondary aggregate.

Processing the RDF feedstock will make it consistent.

Measures will be implemented to reduce odour. The RDF feedstock processing building will be under negative pressure and will have fast-acting shutter doors to prevent odour and noise release from within the building. There will be a controlled air feed from this building to take the odorous air into the gasifier. There is also a biofilter for odour management.

The processed RDF will be conveyed into silos. The silo buildings will be approximately 30 m tall, a similar size to those at the Port of Boston.

Power generation

There will be three identical gasifiers which will produce 34 MW energy per hour for 8000 hours per year. There will only be one gasifier under maintenance at any one time.

The gasifiers work using a fluidised bed where the fuel RDF is thermally converted into a synthetic gas under a low oxygen environment. The synthetic gas then passes into the next chamber in the gasifier, oxygen is then added and the gas is combusted. This reduces emissions as opposed to direct combustion of a solid material. There will be a combined stack for the three gasifiers.

Steam will be produced which will generate electricity using turbines, which will be exported at 132 kV in a power export zone.

There will be an air cooled condenser and a CO₂ capture unit. There will be tankers taking out the CO₂ to be used as food grade CO₂, and an acoustic fence next to where the tankers will be. Some of the CO₂ captured will be used as a fire suppression unit for the silos, supported by nitrogen immersion as well.

PINS – [REDACTED] recommended that we discuss the fire suppression techniques with the Health and Safety Executive (HSE) as the CO₂ facility would be of interest to them, as could other parts of the site.

[REDACTED] identified that we have discussed the details of the scheme with Lincolnshire Fire Authority; and the project team has a fire advisor on board..

Residue management

During gasification there will be ash generated and air pollution control residues (APC). These will be collected into separate outputs. They will be transferred to, processed separately, into lightweight aggregate within the lightweight aggregate (LWA) plant.

Within the LWA plant there will be four lines which will take ash, clay (imported) and dredge material. There will be vessels (approximately two per week) which will deliver clay and remove aggregate – the same ships can be used for both. But these ships cannot be used for transporting RDF.

The APC residues are not proposed to be mixed with the gasifier ash during aggregate production, but will be processed separately. If they were not processed they would have to be removed off site for treatment and possible hazardous waste landfill (there could be approximately 50,000 tonnes of APC residues).

Local waste

Currently, local waste (from Boston and Spalding) is bulked at a transfer station which is close to the proposed Facility and is then driven to the incinerator at North Hykeham, which is an energy from waste facility. However, this facility is close to capacity. There is local and county council interest in our proposed Facility being able to take this waste. The Project Team are also keen to receive it; however, the material must be baled to allow the Facility to receive it. The receipt of this material would have to be confirmed by negotiation between the Project Developer and the Council.

PINS – there could be odour concerns of the unbaled material being transferred. It was recommended that the material was baled before being transferred, e.g. a baler could be installed at the transfer station.

Consultation

There has been an informal round of consultation already including meetings with key stakeholders such as Boston Borough Council and Lincolnshire County Council. There were five Public Information Days (PIDs) in September which introduced the scheme to the public.

The locations of the PIDs were selected to capture the major local population groups and where the impacts could be significant.

All attendees were given the opportunity to fill out feedback forms. There were 10 boards using imagery and flow charts to present the information.

There were a wide range of questions and both positive and negative comments, however, the majority view from the local community was positive. Some of the negative comments included: not wanting the plant in the Boston area, and not seeing any benefits to the town.

Employment benefits include an estimated 300 jobs during construction; and approximately 80 in permanent operation. There will likely be a skilled team used to set up the facility and train new employees including a local skill set. There is an aspiration for the scheme to provide local apprenticeships.

The Statement of Community Consultation (SoCC) was initially informally consulted on with Boston Borough Council, then formally consulted with Boston Borough Council, Lincolnshire County Council, plus the four other neighbouring local authorities.

There were several comments from Boston Borough Council, minor technical comments from Lincolnshire County Council and a 'no comment' response from East Lindsey.

The SoCC was amended to capture some of the recommendations from Boston and the amended SoCC was circulated for public comment. However, no comments on the content of the SoCC were received from the public.

PINS advised that these comments and how they were taken on board should be noted in the Consultation Report.

There has been liaison with Boston Borough Council on how to communicate with 'hard to reach' groups. Our project information is available in five of the most prominent languages – however, it was observed that the Project Team has not received any requests for information in any of these languages during or after the first round of PIDs.

There has been early engagement with Marine Management Organisation (MMO) and further engagement will take place shortly.

There is a meeting with Natural England planned for the 11th Feb.

RSPB were invited to first round of stakeholder consultation and will be invited again. With regards to potential navigation impacts on the Haven we will be engaging with the local fishing fleet.

The Crown Estate has been contacted and engagement will proceed via legal arrangements.

There has been a meeting with the Environment Agency (EA) in relation to flood defence and potential impacts of the project.

Permitting

This will be complex for the site. The bulk of the detailed permit application work will follow the consenting process. However, the permit application process will be initiated before the DCO application is submitted.

Compulsory acquisition

The need for an compulsory acquisition is under review. However, the vast majority of the site is within a single ownership.

Surveys

There have been surveys carried out on the site including noise, ecology and marine ecology, contaminated land, heritage and landscape and visual impact.

Next steps

The Project team will be holding the next round of consultation in mid-February, with PIDs starting on 15th.

Document review

PINS recommended getting the draft DCO documents reviewed prior to submission, including the draft DCO and explanatory memorandum and Plan documents. This can be reviewed with 10-12 week notice. PINS will not review the whole Environmental Statement, just the initial chapters rather than topic chapters.

PINS communication

There should be regular communication at project milestones, including where there are adjustments to the programme.

REPORT

Boston Alternative Energy Facility - Appendix 4.2

Appendix 4.2 Minutes from Phase Two statutory
consultee meetings

Client: Alternative Use Boston Projects Ltd
Planning Inspectorate Reference EN010095
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Pursuant to Section 37(3)(c) of the Planning Act 2008
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Date: 23 March 2021





Appendix 4.2 Minutes from Phase Two statutory consultee meetings

This appendix contains the minutes from Phase Two meetings with statutory consultees.



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20.02.2019 Email received following meeting with Natural England

From: @naturalengland.org.uk>
Sent: 20 February 2019 08:48
To:
Cc: @naturalengland.org.uk>; [REDACTED]@rhdhv.com>;
Subject: Re: Boston Alternative Energy Facility

Dear ,

Thank you for coming to Lincoln to meet with me and on Monday the 11th Feb.

I have had an initial discussion with my colleague earlier in the week about the project. will be the Senior Advisor on this case due to it being a NSIP project and also as the proposal could cause impacts on the marine environment in particular on The Wash SPA, and The Wash and North Norfolk Coast SAC.

The main concerns that Natural England wish to highlight to you that the PEIR and HRA should focus on are:

20.02.2019 Email received following meeting with Natural England

Consideration of how you will be able to demonstrate that the works across the inland fields (where the main facility is based) and along the channel (where the wharf is situated) will not affect breeding or over-wintering/ passage birds that are qualifying features of The Wash SPA. Project specific evidence will be needed to show that this area is not used as a supporting feature. We are aware from discussions with the Environment Agency that data is not held for the Boston Barrier or Boston Haven projects. In our opinion bird surveys should be started immediately for breeding birds, showing likely nesting and feeding areas, and for passage/ over-wintering. We understand that with your proposed submission in September – the over-wintering bird data will need to be submitted during the examination process. Considering the importance of this data we would suggest ensuring the survey protocol is sufficiently robust *i.e.* with 2 monthly visits between now and the project examination. We would like to review the survey protocol.

Further details on the number of boat movements along the Boston Haven and into The Wash are necessary for the assessment. During the presentation I recorded that the number of boat movements was around 570 per year. Can you confirm if this is return trips *i.e.* in/out of the channel or single journeys, and also whether there is any seasonal differences in the number of trips throughout the year. We would also like to understand if boat activity will be daily and if so how many trips per day are likely. If you could provide some indication of the size and type of the vessel. The number of boat trips may affect marine mammals in The Wash as you highlighted, but also may cause erosion damage to the channel through wave action. We are also concerned about the use of water from the channel as ballast as this could cause a dewatering of the channel and could also cause the spread of invasive species.

Considering the newly constructed wharf area will result in the dredging and loss of mudflat by ca. 40m you will need to demonstrate (by sediment modelling both during the construction and operation phase) that the modification of the shoreline with the construction of the wharf at this location will not have a knock on affect to the adjacent priority habitats *i.e.* saltmarsh and mudflats and also to the SPA and SAC further downstream. Also that changing the channel will not cause a change in the erosion/ deposition rates along the channel. I understand as a general policy on The Wash, sediments dredged from the system need to be returned to The Wash offshore so that sediment is not lost.

The provision of an up-to-date botanical survey of the saltmarsh (to National Vegetation Classification level and reference to the Common Standards Monitoring approach for saltmarsh) which will be lost within the footprint of the wharf as well as the adjacent downstream section. This is necessary to assess the impacts to the priority habitat. As I mentioned there is a small chance that the Boston Horsetail (*Equisetum ramosissimum*) may be along that stretch. This is a Schedule 8 Plant species. There is also Sea Wormwood (*Artemisia maritima*) which has a local distribution along the Boston Haven in The Wash.

Natural England's standing advice on protected species including Badgers, Bats, Otter, Water Vole is available [here](#). As I mentioned I would suggest repeating the Water Vole survey due to an exceptionally dry summer in 2018, and also to resurvey for Badgers as they are known in the local area (from the south along the sea defence) and have been recently.

I have not yet had a chance to consider options for off-site compensation and this would need to

20.02.2019 Email received following meeting with Natural England

be discussed further with my colleagues as the options for the creation of mudflat/ saltmarsh habitat in The Wash is limited.

I have been in contact with the Environment Agency and I understand from them you have already been in contact with the key team members. For information I think the key individuals are [@environment-agency.gov.uk](mailto:) who is coordinating the response from FCRM, and [@environment-agency.gov.uk](mailto:) is coordinating overall responses through Sustainable Places for the EA as a whole. You may wish to also get in contact with (who works on the Boston Haven Embankment project in the EA NEAS team) – ([@environment-agency.gov.uk](mailto:)).

I mentioned in the meeting perhaps presenting at some point your project to the Boston Advisory Group – and I have forwarded details (from your webpage) to the Wash and North Norfolk Marine Partnership Project Manager [@wnnmp.co.uk](mailto:) who will circulate the email to members of the group.

I will also in due course review, in light of your project, the standing advice we follow for working along The Haven – when I have this ready I will be able to share it with you.

As noted you will need to consider the McMillian Way and the proposed English Coast Path.

I hope this summary email assists with the direction of our thoughts specifically concerning The Wash SPA and Ramsar and The Wash and North Norfolk Coast SAC. Considering the likely significant effect on the marine and coastal environment I would suggest organising a meeting with in due course, once you have answers to our concerns outlined above.
email is [@naturalengland.org.uk](mailto:).

I will in touch again in due course.

Kind regards

Lead Adviser
Historic, Coastal and Landscape Team

Natural England, Ceres House, 2 Searby Road, Lincoln, LN2 4DW

Note I typically work 07:30-16:00 when in the office

www.gov.uk/natural-england

<https://twitter.com/NEEastMidlands>

Minutes

**HaskoningDHV UK Ltd.
Industry & Buildings**

Present: [REDACTED] and [REDACTED] (RHDHV), [REDACTED] (Lichfields),
[REDACTED] and [REDACTED] (Lincolnshire County Council).

Apologies:

From:

Date: 01 March 2019

Location: Lincolnshire County Council, Lancaster House, Orchard Street, Lincoln.

Copy:

Our reference: PB6934-RHD-ZZ-XX-MI-Z-1031

Classification: Internal use only

Enclosures: Presentation of the proposed development; Footpath plan

Subject: Boston Alternative Energy Meeting - PEIR and Formal Consultation 29/01/2019

Number	Details	Action
1	The Proposed Scheme	

[REDACTED] presented the Boston Alternative Energy Facility (see presentation attached for more information).

Key points:

- Alternative Use Boston Projects Ltd (AUBP) is a privately owned project delivery company who pull the technology teams together;
- As the proposed scheme will generate >50 MW it is considered a NSIP and a DCO will be submitted;
- The area of land within the Riverside Industrial Estate is designated for waste and energy recovery;
- The proposed scheme is a gasification plant which uses waste as a feedstock;
- The waste feedstock will be residual household waste, which will be baled in plastic and will come from the east of the UK via ship;
- We will be creating a wharf which will cut into the navigable channel to build the suspended deck of the wharf and the bales will be offloaded via crane and stored in an external storage area;
- The bales will be shredded and inert materials such as metals, glass, stones and fines will be removed and recycled. There will be 1 million tonnes of RDF into the gasifier every year, after approximately 15% is taken out;
- The RDF is stored in silos and then fed into the three gasifiers;
- The gasification is under 750-850 °C and there is a bed of semi-molten sand (semi-fluidised bed) in limited oxygen to ensure the waste doesn't combust. The gas is combusted



Number	Details	Action
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- and this superheats the steam into the steam turbines for generating power;
- 102 MWe will be produced with 80 MWe being exported to the grid; and
- The residual ash will be used to produce a lightweight aggregate which will also be taken off by ship.

Programme

Currently we are compiling the PEIR and have had two rounds of non-statutory consultation. The DCO should be submitted around the end of September 2019.

2	Footpath diversion	
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During Operation

A plan showing the footpath locations at the site was used as a discussion point. A copy is appended to these minutes.

Footpath 14/4 will be permanently closed in operation of the Facility. This is because we cannot safely allow people to cross the operational wharf and we would not want to compromise the flood defence by building a tunnel.

It would also have to be stopped at 14/6 and 14/9.

The plan is to divert the footpath along 14/3, this is along the historic flood bank.

There is a pinch point where a road would be built through the flood bank and there is a covered conveyor passing above. A potential option is to take the pedestrians off the bank at this point and potentially create a ramp to bring them safely down off the bank. This should be surfaced (black top). A bridge may not be possible due to the zone of influence of the 132 kV overhead power line above.

█ to
organise
meeting with
NE

It was mentioned that the route 14/4 is currently planned to be part of the England Coast Path National Trail. This means there may have to be a variation order to change the line of this footpath. GB will get in touch with Natural England regarding this (area team in Peterborough/ Cambridge).

The trail is also the Macmillian Way but this is just a name given to a series of interconnected footpaths that cover the whole route. It is not a National Trail.



Number	Details	Action
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It was suggested that we should look at how the 14/4 route will be improved. Some of the current route is overgrown; and fencing has been installed close to the top of the bank. This could be achieved by putting the fence which is currently at the top at the bottom of the flood defence. Potential vegetation clearing or aesthetic improvements and improving accessibility to the remaining routes in the area would be required.

Another potential option is for investment into improving the Havenside LNR, however could need to get an understanding through the Statement of Common Ground from Boston Borough Council on this.

Construction

During construction 14/3, 14/4, 14/6 and 14/9 would have to be closed (temporarily for 14/6 and 14/9).

In order to allow footpath access, it is possible we could use traffic lights or banksmen to monitor crossing of 14/3 during this time.

Construction will potentially begin in 2021 and will take 3-3.5 years and is predicted to be complete in 2024.

3	Project programme	
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We have had some delays in getting key information and have had to put back the PEIR. This means we will be holding a third round of consultation which will be statutory. This should be around end of May/ early June.

We are therefore re-issuing the Statement of Community Consultation.

4	AOB	
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Taking South Lincolnshire waste

A meeting should be planned for taking waste from South Lincolnshire as this has been raised by [redacted] and other councillors.

This would be a good local benefit.

This meeting should be between [redacted], [redacted], [redacted] (Principal Contractor), [redacted] (client legal representative) and [redacted].

EA to set up the meeting



Number	Details	Action
	<i>Sending Information</i> ■ to send the minutes, presentation and both plans.	

14.03.2019 Email chain following meeting with Boston Borough Council

From: @boston.gov.uk>
Sent: 26 April 2019 13:44
To: [REDACTED]@rhdhv.com>
Cc: @rhdhv.com>; [REDACTED]@athene-communications.co.uk>; [REDACTED]@rhdhv.com>
Subject: RE: BAEF - cumulative schemes

Dear [REDACTED]

Further to the email below please find attached a spreadsheet of those developments which we consider might be affected, cumulatively, by the BAEF development. I believe you will have sufficient information in order to incorporate these into your screening request/ ES. The application details may be found on our website <https://www.mybostonuk.com/>

Kind regards

14.03.2019 Email chain following meeting with Boston Borough Council

From: [REDACTED]@rhdhv.com>
Sent: Friday, March 29, 2019 4:14 PM
To: [REDACTED]@boston.gov.uk>
Cc: [REDACTED]@boston.gov.uk>;
[REDACTED]@rhdhv.com>; [REDACTED]@athene-communications.co.uk>;
[REDACTED]@rhdhv.com>
Subject: RE: BAEF - cumulative schemes

Hi

It was good to meet you too. We are committed to attending the Scrutiny Committee meeting and has provided us with the indicative date for receiving briefing papers in advance of the deadline.

In terms of agreeing on the cumulative schemes, I would be grateful if you can confirm my notes following the meeting.

Our traffic distribution assumptions for construction are based upon the following:

A16 (South) e.g. from Kings Lynn, Norwich and A47 (East) 33%
A16 (North) e.g. from Peterborough and A1 (South) 33%
A17 (West) e.g. from Sleaford, Newark, Grantham and A1 (North) 34%

In terms of the potential cumulative schemes that we discussed, I recorded the following:

Triton Knoll
Viking Interconnector Link
Both of which are DCO's applications (we provided the EIA for Triton Knoll, so we already have the traffic data for this)

Battery energy storage plant (Marsh lane) - B/17/0467
The Quadrant Development

Land to the west of Stephenson Close – B/17/0515
You mentioned housing development in Sutterton. However, I have been unable to find reference to the relevant scheme(s) on the planning portal, so I would be grateful if you could expand upon this please.

We both agreed that the Truckstop development on the A16/A17 roundabout is likely to be completed before the potential construction start for the Boston Alternative Energy Scheme.
The SEEL Spalding Power Station expansion is also likely to be completed before construction start for our proposed development.
So, we intend to scope out these from cumulative assessment.

You also mentioned an onshore windfarm. For some reason I recorded East Markham. However, this is not likely to be relevant given where it is, so can you please clarify if you were referring to another scheme that I did not capture correctly?

If you are aware of any other schemes that we should consider, I would be grateful if you can identify these to us.

14.03.2019 Email chain following meeting with Boston Borough Council

Kind regards

██████

██████ **BSc (Hons), MCIWM**
Associate Director
Environment Group
Industry & Buildings – Europe

| E: ████████@rhdhv.com

HaskoningDHV UK Ltd., a company of **Royal HaskoningDHV** www.royalhaskoningdhv.co.uk

P Please consider the environment before printing this e-mail

From: ████████@boston.gov.uk]
Sent: 15 March 2019 13:24
To: ████████@athene-communications.co.uk> ████████
██████@rhdhv.com>
Cc: ████████@boston.gov.uk>
Subject: BAEF

Good Afternoon

It was good to meet with you both yesterday and hear about the project. I shall look forward to receiving details of the likely routing map for construction traffic so we can provide you with relevant planning proposals that might be affected by the development.

██████, just to clarify the Environment and Performance Scrutiny Committee is one of the few that takes place in the evening – starting at 6.30pm on the 18th June). The date and time has to be confirmed following the elections, however, I would anticipate that it will remain the same. As advised, briefing papers need to be ready for circulating by the 31st May.

If you have any questions, please let either myself or ████████ know.

Kind regards

(BA (Hons), PGDip TP, MRTPI, MSc Env. Mgt.)
Growth Manager
Boston Borough Council

List of cumulative schemes

<u>Application number</u>	<u>Received date</u>	<u>Location</u>	<u>PS2 description</u>	<u>PS2 categories</u>	<u>Development description</u>	<u>Application type</u>	<u>Decision type</u>
B/15/0084	02/03/2015	Sutterton Garage and adjacent land, Station Road, Sutterton, Boston, Lincs, PE20 2JH	Dwellings Major	Major	Outline application for demolition of garage buildings and erection of up to 21 residential dwellings with consideration given to access (matters relating to appearance, landscaping, scale and layout are for later consideration)	Outline Planning Permission	Favourable with conditions
B/15/0266	11/06/2015	Land west of Boston Road, Kirton, Boston, Lincolnshire, PE20 1ES	Dwellings Major	Major	Application for the approval of reserved matters relating to the erection of 140 dwellings including appearance, landscaping, layout and scale	Approval of Reserved Matters	Favourable with conditions
B/15/0456	06/11/2015	Land adjacent to London Road/Drainside South, Kirton, Boston, Lincolnshire, PE20 1JH	Dwellings Major	Major	Outline application for residential development (45 dwellings) with all matters reserved	Outline Planning Permission	Favourable with conditions
B/15/0506	01/12/2015	Land south of Endeavor Way, Sutterton, Boston, Lincolnshire, PE20 0JA	All Other Developments Major	Large Scale Major	Erection of 14,655sq.m Class B2 (general industrial) floor space with ancillary solis, plant, parking, manoeuvring and hard and soft landscaping to provide additional production capacity to the existing factory	Full Planning Permission	Favourable with conditions
B/16/0052	29/01/2016	Land off Station Road, Swineshead, Boston, Lincolnshire, PE20 3NX	Dwellings Major	Major	Application for the erection of 63 no. residential dwellings with associated infrastructure	Full Planning Permission	Favourable with conditions
B/16/0062	16/02/2016	The Junction Community Hall, Wash Road, Kirton, Boston, Lincolnshire, PE20 1QJ	All Other Developments Major	Major	Construction of community building including auditorium, public library, cafeteria, ancillary rooms and car parking areas	Full Planning Permission	Favourable with conditions
B/16/0313	12/08/2016	Yew Lodge, Wigtoft Road, Sutterton, Boston, Lincolnshire, PE20 2EE	Dwellings Major	Major	Outline application with some matters reserved for later approval (consideration given to access only) for the demolition of outbuildings and the construction of 14no dwellings	Outline Planning Permission	Favourable with conditions

List of cumulative schemes

<u>Application number</u>	<u>Received date</u>	<u>Location</u>	<u>PS2 description</u>	<u>PS2 categories</u>	<u>Development description</u>	<u>Application type</u>	<u>Decision type</u>
B/16/0409	04/10/2016	Land at Station Road, Sutterton, Boston, Lincolnshire, PE20 2JH	Dwellings Major	Major	Erection of 21 dwellings (to include 4 affordable dwellings), new vehicular access, private access road and associated works	Full Planning Permission	Favourable with conditions
B/17/0171	09/05/2017	Land West of Boston Road, Kirton, Kirton	Dwellings Major	Major	Application for the erection of 91 dwellings and associated infrastructure and works (resulting in a total development of 180 dwellings, 40 dwellings above that already approved for the site)	Full Planning Permission	Favourable with conditions
B/17/0244	22/06/2017	Woods Nurseries Site, Woods Nurseries, High Street, Swineshead, Boston	All Other Developments Major	Major	Outline application for proposed residential development of up to 41 market and affordable dwellings with access to be considered	Outline Planning Permission	Favourable with conditions
B/17/0396	06/10/2017	Land to the rear of Westminster Terrace, South Street, Swineshead, Boston	Dwellings Major	Major	Construction of 18 dwellings (including 3 affordable dwellings) garages, public open space, estate road and new vehicular access	Full Planning Permission	Favourable with conditions
B/18/0057	09/02/2018	Land adjacent to Avalon Road, Kirton Distribution Park, Kirton, Boston, Lincolnshire, PE20 1QR	Manufacturing Storage Warehousing Major	Major	Construction of 4 no. detached buildings comprising 16 no. industrial units	Full Planning Permission	Favourable with conditions
B/18/0382	07/09/2018	Land to the north and west of Coles Lane, Swineshead, Boston, PE20 3NS	Dwellings Major	Major	Application under s73 to vary condition 2 (Approved Plans) of planning permission B/17/0404 (Erection of 74 dwellings with associated garaging, roads and sewers) to allow for the following amendments to the layout: ? Plots 22-31: Site boundary revised ?	Full Planning Permission	Favourable with conditions

List of cumulative schemes

<u>Application number</u>	<u>Received date</u>	<u>Location</u>	<u>PS2 description</u>	<u>PS2 categories</u>	<u>Development description</u>	<u>Application type</u>	<u>Decision type</u>
B/18/0413	05/10/2018	Plots C and D, The Quadrant, Land adjacent to A16, Wyberton, Boston	Retail Distribution and Servicing Major	Major	Application for approval of reserved matters (matters including appearance, layout and scale) for the construction of hotel (Class C1), public house/restaurant (Class A4) and drive-thru restaurant (mixed use comprising class A1 and class A3) plus associa	Approval of Reserved Matters	Favourable with conditions
B/19/0027	21/01/2019	The Quadrant, Land off A16, Boston, Wyberton, PE21 7HT	All Other Developments Major	Large Scale Major	Application for the approval of Reserved Matters following the grant of outline planning approval B/14/0165 for detailed approval for roads known as 6, 7 & 8	Approval of Reserved Matters	Favourable with conditions
b/15/0503		Wash Road/Station Road Kirton	dwelling	major	demolition of dwelling and outline application for up to 30 dwellings with consideration given to access off Station Road only with all oter matters reserved for later consideration.	Approved at appeal	

REPORT

Boston Alternative Energy Facility - Appendix 4.3

Appendix 4.3 Minutes from Phase Two meetings with
local political representatives

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-3004.3
Status: Final/0.0
Date: 23 March 2021





Appendix 4.3 Minutes from Phase Two meetings with local political representatives

This appendix contains the minutes from meetings held with local political representatives during Phase Two.



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Boston Alternative Energy Facility Stakeholder Meeting

Meeting Date: Monday 5 February 2019. 11.50am – 1.20pm

Attendees: [REDACTED] [REDACTED] Athene Communications ([REDACTED]; RHDHV), [REDACTED]; BBC Economic Development Manager) and [REDACTED] Leader of BBC)

Points of Discussion	Notes
<p>Update on the project and Phase Two</p>	<p>[REDACTED] explained that the PEIR is not complete and that the Phase Two Public Information Days (PIDs) will provide an update on the work that has been completed on the project so far.</p> <p>[REDACTED] – when will the DCO application will be submitted? [REDACTED] – September 2019 after a third round of statutory consultation</p>
<p>Details of project explained by [REDACTED]</p>	<p>[REDACTED] produced a site plan. The site is wholly within the land allocated by Lincolnshire Minerals and Waste plan and within the definitions provided.</p> <p>It is not yet decided whether RDF can be supplied by the Slippery Gowt Lane facility. Baling facilities will be available on site. Four days' worth of RDF will be stored on site. Materials that don't gasify well will be removed e.g. stones, glass. Metals will be sent to local recycling centres. The site will be self-sufficient.</p> <p>The proposals have been amended so hazardous materials will be processed on site and turned into aggregate. This removes the need for them to be removed from the facility by HGV. The aggregate will be removed by ship.</p> <p>Wharf There will be a 400m long wharf with two berths at the North end for offloading bales of RDF. A safe navigable distance will be left between any passing ships when a ship is in the wharf. There will be approximately 9 shipments of RDF per week. The project team are currently in negotiations with the Port of Boston. However, the Port are not concerned about the number of ships, there is a financial benefit to the Port. All ships are piloted and will have to travel further up river to turn. Some dredging will be required. Flooding is factored into the methodology.</p> <p>Storage The RDF will be offloaded by cranes. There will 41/42 stockpiles which cannot be more than 452 cubic metres. The use of bales operates on a first in, first out principle. There will be two conveyor lines from the RDF storage area to the shredder. Thermal probes will be installed in the facility to mitigate fire hazards. The conveyor will have a thermal camera system. The storage is in the open but is on hard standing material – nothing will be discharged into the Haven. Covering the storage area would increase the risk of fire.</p>

05.02.2019 Meeting minutes with Boston Borough Council

	<p>Shredder There will be 8 shredding lines. The facility will process 110 bales per hour. No forklift movements will occur after the RDF is placed onto the conveyor, to reduce noise, although mobile cranes and forklifts will be available on site. The bales of RDF will be clamped, not forked. Double handling processes will be in place to ensure the process works and to monitor temperature. Odour control will be required. The processed material will then be transferred into silos which will be as big as the ones in the back of the port (25m wide and 32m high). There will be a more rigorous process for controlling odour.</p> <p>Gasification There will be 3 identical gasification lines. Gasification is a process without combustion that converts the organic part of the solid material into gas. This process is used to make charcoal. It has taken time to use the process using other materials. Steam turbines generate the electricity.</p> <p>CO2 Recovery One of the facilities will contain a CO2 recovery unit which will process the 120 tonnes of CO2 created per day. The food grade CO2 will be tankered off which will create road movements. 5% CO2 but better than it going into the atmosphere. This is a by-product of the system but will improve the Facility's environmental credentials. The CO2 will be part of a of the fire prevention system. A fire prevention advisor is now part of the project team – they are very experienced.</p> <p>Weston Power will need another tower to connect.</p> <p>All three gasification lines will be built before power can be generated. They will be commissioned as a whole. There will be a 600m blow tube into silos so the aggregate can blend and be controlled. More work is to be completed on this. Clay will be imported most likely from the south, as well as sediment from the dredging from the Port of Boston.</p> <p>Aggregate Four big kilns will be on site to make the aggregate which will destroy most of the heavy metal issues. The kilns will be shaped like a cloverleaf. Aggregate will be exported on the same boats that deliver the clay. There will be two movements per week. Where this will be exported will be market dependent.</p> <p>RDF will not be imported from overseas. A local source of RDF is subject to negotiation, but the project team are keen for this to happen.</p> <p>Boston One are being very closed with their information. A baseline has been set without the facility running. The true baseline will be when it is running. There are no noise restrictions at the port – the port was built first.</p>
Question and comments	<p>There will be a visitor centre on site, like the visitor centre at the Viridor Facility in Peterborough.</p>

05.02.2019 Meeting minutes with Boston Borough Council

	<p>█: People are interested in seeing the facility. Will there be any people in the shredding area?</p> <p>█: Yes, but it is not a working environment.</p> <p>█: What sort of businesses use CO2?</p> <p>█: the food and beverage industry, cooling industries and many others.</p> <p>█: Could the CO2 be used locally, and use this as a marketing tool to be sited on site? Can we put a proposal together for how this could be used?</p> <p>Action: █ to follow up.</p> <p>█: Is this technology exemplary?</p> <p>█: The technology has been used in Switzerland, but this is not connected to this facility which sets this apart.</p> <p>█: At a future date, is the site big enough to expand?</p> <p>█: No, this is as big as it will get. There isn't enough space on site. Also because of the licence that Weston Power will allow and calorific value of material it can only produce so much power.</p> <p>█: I will speak to the MP [] to encourage him to attend the PIDs.</p> <p>█: This is a flagship facility for Boston so it is important that he attends.</p> <p>█: The Facility was well received at the scrutiny committee at Boston Borough Council</p> <p>█: You should work with the college regarding training and apprenticeships. The college is building a new engineering block.</p> <p>█: I will speak to █ at the college to arrange an introduction.</p> <p>█: Residents need to think about the project – is it better to have electricity than run out?</p> <p>█: We have already seen the effects of not having enough power in the area. Weston Power said they could not provide the electric when asked if electric charger bays could be installed.</p> <p>█: We cannot guarantee that local power will be cheaper, but we can guarantee power into their local grid.</p> <p>█: Have you spoken to the drainage boards?</p> <p>█: Yes, we proposed a meeting in Phase One but we didn't have enough information to answer their questions.</p> <p>█: █ in Development Control is the best person to discuss cumulative effect with.</p> <p>The diversion of the footpath is a County Council issue.</p> <p>█: Does the coastal footpath run along there?</p> <p>█: This is being checked</p>
Next steps	<p>The SoCC will be revised and reconsulted upon due to an additional third phase of consultation. We will contact the Local Planning Authority on the next round of consultation and ensure they are happy with the updates.</p>

05.02.2019 Meeting minutes with Boston Borough Council

	<p>The PEIR will not be available for Phase Two.</p> <p>█ will set up a meeting with the principal at the college, .</p>
Closing Remarks	<p>█: The pumping station at Black Sluice Pumps is going to be decommissioned and turned into a tourist attraction</p> <p>█: I would love the opportunity to work with you on the type of engagement the visitor centre will bring.</p>



Boston Alternative Energy Facility Stakeholder Meeting

Meeting Date: Monday 6 February 2019. 9.55am – 11.40am

Attendees: [redacted]; Athene Communications) [redacted]; RHDHV), Councillor [redacted]; LCC County Councillor and BBC St Thomas Ward Councillor), Councillor [redacted]; BBC St Thomas Ward Councillor and [redacted]; BBC Coastal Ward Councillor)

Points of Discussion	Notes
Comments on materials	<p>[redacted] and [redacted] did not receive the Phase Two or Phase One maildrop although they are the closest to the location of the facility. The poster says St Thomas' Church but [redacted] assumes it is the hall next door</p>
Discussion on project details with [redacted]	<p>The compulsory purchase of land will not occur but a lease agreement will be arranged with the Crown Estates.</p> <p>[redacted]: We are happy that local contractors are being used as much as possible, e.g. Aitkins.</p> <p>All material will arrive at the Facility by ship. The only exception to this will be if waste is taken from the Slippery Gowt Facility. The material from Slippery Gowt will need to be baled before it is received. The Facility will not take loose waste because of the issue with odour. A Baler will be on site but that is for damaged bales.</p> <p>[redacted]: That will not create additional lorry movements.</p> <p>The waste is likely to arrive from Scotland, Grimsby and Tilbury. No damaged bales will be allowed on site unless there has been a particularly rough ship journey. Hazardous waste will not leave the site. It will be turned into aggregate, separate from the ash aggregate.</p> <p>[redacted]: Does the process take into account if explosive waste is found? [redacted]: Yes, there will be a degree of pre-screening before it is made into a bale, however we are not anticipating that. The sorting facility will either shred it or sense it and then remove it.</p> <p>[redacted] Is the shredding facility a safe working environment? [redacted] Yes, but it isn't a pleasant place to work. Odour curtains may be used but that is yet to be determined. Time spent in there will be minimised. It will also be noisy in there. We are awaiting the noise data of the cumulative impact of all 8 lines running together.</p> <p>We want to keep bales as young as possible. The Environment Agency recommend 3 months, but we want to reduce this to a matter of weeks.</p> <p>The height of the stack is the key information missing and the project team have not been able to calculate this yet. [redacted]: What determines the height of the stack?</p>

The temperature and the volume of the gas that comes out are factors but also what happens to the plume once it comes out e.g. does it drop down and bounce off buildings? The key thing is to make it go up as high as possible into the atmosphere.

█: How would you describe the smoke?

█: It isn't smoke. Its water vapour with carbon dioxide in it. There will have been a very rigorous treatment before it leaves the stack. The emissions won't be any worse than the EU Emissions directive once/if Brexit happens.

The Wharf will be 400m long with 3 berths. The bank will be cut into so the wharf will not affect the navigable channel, creating a berthing pocket about 40m away from the channel.

Ships cannot be turned around at the Facility. It will dock and off-load and then go and turn around at the knuckle rather than go into the port.

█: How long are the ships?

█: They will be between 90 and 100 metres long.

█: How long does it take to turn around?

█: It takes 10-15 minutes at the knuckle point. The knuckle does need some work.

The barrier has some commitments to the port so the maintenance should be part of this.

The primary flood banks have been discussed with the Environment Agency. The Facility cannot compromise the flood bank. The Haven Bank Project has also been discussed. We don't want to create a problem for the opposite bank in the event of a tidal surge. It is anticipated that a 7m flood line will be installed on the site. Ownership of the flood defence within the site boundary will be taken by the Facility.

There will be no direct discharges into the Haven. No water will be taken from the Haven either. Rainwater will be collected and removed by vehicle. Some water will be used as the water feed into the lightweight aggregate facility.

Conveyors run at ground level. Thermal lancers and thermal cameras monitor whether the bales are becoming too hot. Monitoring systems are in place throughout the process. The conveyor will raise at the second flood defence, but wont compromise the power line. The conveyor will then get higher.

ACTION: █ to send █ information on temperatures monitored.

█: I am concerned that we do not create a blot on the landscape. Can the concrete silos be made more attractive? Please consider this.

█: They need to be concrete for strength.

█: Is this Facility higher than the Frontier building?

█: No one can tell us how tall that is.

█: How will it compare with the existing mothball mountain site?

█: It will be challenging to landscape because of the wharf. A landscape and visual assessment is ongoing.



	<p>It is an industrial area. As long as the facility is clean and doesn't pollute the surrounding land, rather than having unnecessary bushes which will collect litter and won't be of benefit.</p> <p>: Has the grid got to be upgraded to receive this amount of power?</p> <p>: No, we have an agreement to export 80MW plus 5, but also to extract 5. The whole facility can generate 102MW and 80MW will generate 80MW (per hour of operation).</p> <p>Based on 8000 hours of operation per year, the Facility will generate the equivalent of 66% of the power Lincolnshire uses – approximately 206,000 homes. This counts toward the UK's renewable energy quota. The project team cannot influence energy costs, but we can make the power supply more resilient.</p> <p>Each gasification line will have 35 days a year of scheduled maintenance. Weston Power's role is to balance the grid. There will be one stack from the gasifier facility. The aggregate plant will have four lines and one will be a spare. Two lines are for aggregate production using ash, one is for production using hazardous waste (APC).</p> <p>The Port of Boston will provide sediment created from dredging the Haven, as well as providing clay. The same ship will be used for receiving the clay and removing the aggregate.</p> <p>There will be a control centre and a visitor centre. People will be able to see the process and would be a good venue for school trips. It may be worth visiting the Viridor energy from waste Facility in Peterborough, something similar is available at this site. North Hykeham may have a visitor site.</p> <p>this facility is going to be more environmentally friendly than the North Hykeham facility?</p> <p>The Boston Alternative energy Facility is smaller than the Hykeham facility but not all enclosed within one building.</p> <p>: How does the size of site compare with others in the UK?</p> <p>: This is three times bigger than the facility in Hull.</p> <p>: What is a comparative UK site?</p> <p>: Hull, this is nearly completed. There are currently no gasification plants currently using RDF.</p> <p>: What about in Europe?</p> <p>: Yes, there are. I have a list.</p> <p>: Is Hull going to be using RDF?</p> <p>: I think so, but I need to check.</p>
<p>Question and comments on other, non-technical matters</p>	<p>Vegetable production is a key industry in Lincolnshire.</p> <p>: Will there be resistance from anyone at all?</p> <p>: We have a list of stakeholders. Farmers are part of our stakeholder engagement. Cars regularly driving past farms are going to have more of an impact than the Facility will have.</p>

█ : Who do you engage with at the Port?
█ : The Harbour Master, Captain , and a consultant they have appointed

█ : Have you spoken to the people doing the coastal path?
█ : We have identified them as a stakeholder to speak to, along with the Macmillan Path people.

There will be A0 site maps available at the upcoming Public Information Days.

█ : Will you be keeping to your timescales?
█ : submission will be delayed. Following the addition of a third phase to consult on the PEIR, we will need to reconsult on the SoCC. Submission will be around September (Q3) to factor in all necessary consultation.

█ : What are the approximate timescales for operation of the facility?
█ : 2024 onwards

█ : What is the total cost of the plant?
█ : We don't know

█ : Can we assume we are not a guinea pig?
█ : Absolutely

REPORT

Boston Alternative Energy Facility - Appendix 4.4

Appendix 4.4 Letter sent at Phase Two to local political representatives and list of organisations it was sent to

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-3004.4
Status: Final/0.0
Date: 23 March 2021





Appendix 4.4 Letter sent at Phase Two to local political representatives and list of organisations it was sent to

This appendix contains a copy of the letter and full list of organisations who were sent letters.



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Phase Two letter that was sent to local political representatives



28 January 2019
Sent by email

Dear xxxx,

Update on Boston Alternative Energy Facility

We wrote to you in August 2018 to introduce our proposals for Boston Alternative Energy Facility, a state-of-the-art power-generation plant that will lead the way in land-based renewable power across the UK.

Our first phase of consultation ended on 19 October 2018, with feedback largely positive and supportive of the proposals. A copy of our Phase One feedback summary, which provides further details of the responses received, is attached to this letter.

We remain committed to open and honest two-way engagement and consultation. We are about to commence Phase Two, the purpose of which is to consult on the findings of Preliminary Environmental Information Report and seek opinions on mitigating the significant impacts of the Facility.

As part of this process, we would like to invite you to attend a round table briefing/individual meeting at Morgan House, Gilbert Drive, Boston PE21 7TQ on either the 4, 5, 6 or 11 February at 2pm. The meeting will be an opportunity for us to introduce further information regarding the project. We will also answer your questions and listen to your feedback.

If you'd like to engage with us via a meeting, please call 01733 207330 or email consultation@bostonaef.co.uk to confirm your proposed date and we will confirm by return or suggest an alternative date.

We are holding a series of Public Information Days, open to all the community, giving everyone the opportunity to find out more about our proposals, offer feedback and help shape our plans. You're very welcome to come and talk to us during these events if you're unable to make the round table briefing.

Details of these events are below:

Venue	Date	Time
Wyberton Parish Hall London Road, Boston PE21 7DE	Friday 15 February 2019	12.00 – 4.00pm
St Thomas' Church London Road, Boston PE21 7EJ	Saturday 16 February 2019	12.00 – 4.00pm
The Ridlington Centre Sibsey Lane, Boston PE21 6HB	Wednesday 20 February 2019	3.00 – 7.00pm
Fishtoft Pavillion Playing Fields, Church Green Road, Fishtoft PE21 ORP	Thursday 21 February 2019	3.00 – 7.00pm
Frampton Church House Village Hall	Friday	3.00 – 7.00 m

Phase Two letter that was sent to local political representatives



140 Middlegate Road, Frampton PE20 1AW	22 February 2019	
St Nicholas Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 23 February 2019	1.00 – 5.00 pm

Further information about the project can be found on our website at www.bostonaef.co.uk.

Yours sincerely,



List of local political representatives the Phase Two letter was sent to

Title	First Name	Second Name	Organisation	Role	Address 1	Address 2	City	Postcode
Cllr			Wyberton Parish Council and Frampton Parish Council	Clerk		Wyberton	Boston	PE21 7BX
Mrs			Fishtoft Parish Council	Clerk			Boston	PE21 0BS
Mrs			Freiston Parish Council and Butterwick Parish Council	Clerk		Butterwick	Boston	PE22 0HG
Mr			Holbeach Parish Council	Clerk			Holbeach	PE12 7LW
Mrs			Kirton Parish Council	Clerk		Wigtoft	Boston	PE20 2PS
Mrs			Algakirk Parish Council	Clerk			Boston	PE21 0BS
Ms			Amber Hill Parish Council	Clerk		Swineshead	Boston	PE20 3NP
Mrs			Benington Parish Council	Clerk		Butterwick	Boston	PE22 0HG
Mrs			Bicker Parish Council	Clerk		Donington	Spalding	PE11 4XX
Mrs			Fosdyke Parish Council	Clerk		Old Inn Lane	Fosdyke Bridge, Boston	PE20 2DE
Miss			Holland Fen with Brothertoft Parish Council	Clerk			Coningsby	LN4 4SZ
Mrs			Leverton Parish Council	Clerk		Sea End	Benington, Boston	PE22 0DN
Ms			Old Leake Parish Council	Clerk		Leagate Road	Gipsey Bridge, Boston	PE22 7DA
Mrs			Sutterton Parish Council	Clerk		Fosdyke Bridge	Boston	PE20 2DE
Ms.			Swineshead Parish Council	Clerk		Pre-school centre	North End, Swineshead, Boston	PE20 3LZ
Mrs			Wigtoft Parish Council	Clerk		Stumpcross Lane	Swineshead, Boston	PE20 3JJ
Mrs			Wrangle Parish Council	Clerk		Wrangle Bank	Boston	PE22 9DL

REPORT

Boston Alternative Energy Facility - Appendix 4.5

Appendix 4.5 Phase Two media release and media coverage

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-3004.5
Status: Final/0.0
Date: 23 March 2021





Appendix 4.5 Phase Two media release and media coverage

This appendix contains a copy of the media release and the media coverage received.



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Media Release

11 February 2019

Local people encouraged to find out more about renewable energy power plant planned for Boston

A second round of Public Information Days are being held for a state-of-the-art power generation plant proposed at the Riverside Industrial Estate in Boston, which will use residual household waste to generate renewable energy.

Boston Alternative Energy Facility will lead the way in land-based renewable power across the UK, generating energy in a secure, clean and affordable way. The project will create approximately 300 jobs during construction and around 80 jobs once operational. It will also make a sizeable contribution to achieving the UK's target of generating at least 15% of its power through renewable sources and will deliver enough energy to power the equivalent of 66% of Lincolnshire's households.

The first round of consultation events for the proposed Facility were held in September 2018, with the second round this month offering the chance to find how the proposals are progressing. Attendees will be asked to leave their feedback on the latest plans and will have the opportunity to talk to the project team.

The events will be held at following venues:

- **Friday 15 February, 12 - 4pm:** Wyberton Parish Hall, London Road, Boston PE21 7DE
- **Saturday 16 February, 12 – 4pm:** St Thomas's Church Hall, London Road, Boston PE21 7EJ
- **Wednesday 20 February, 3 – 7pm:** Ridlington Centre, Sibsey Lane, Boston PE21 6HB
- **Thursday 21 February, 3 – 7pm:** Fishtoft Pavillion, Playing Fields, Church Green Road, PE21 0RP
- **Friday 22 February, 3 – 7pm:** Frampton Church Hall, Middlegate Road, Frampton, Boston, PE20 1AW
- **Saturday 23 February, 1 – 5pm:** St Nicholas Community Centre, Fishtoft Road, Boston PE21 0AA

The Facility will use gasification technology to generate power from one million tonnes of processed refuse derived fuel (RDF), which is sourced from residual 'black bag' household waste. The proposed site is adjacent to The Haven, and the RDF will be transported to the Facility by ship from UK ports.

The proposed Facility includes a purpose-built wharf with cranes for unloading and removing RDF from the ships, a storage area and an RDF processing facility, including storage silos. The Facility will also include a lightweight aggregate plant to process the residues from gasification into aggregate. A visitor centre will be provided to allow people to visit the Facility and find out about how it works.

more....

11.02.2019 Phase Two media release



██████████, Spokesperson for the Boston Alternative Energy Facility,
said:

“We would like to thank everyone who attended the first Public Information Days in September 2018 and offered comments on the proposed Facility. The feedback received from these events was largely positive and has helped to shape the proposals as they progress.

“This second round of consultation will provide an update on the project, including environmental aspects, and give a further opportunity for the community to leave feedback.”

You can find out more about the proposals at www.bostonaef.co.uk

END

Editor's Notes

Contact: ██████████ Athene Communications (██████████ [@athene-communications.co.uk](mailto:██████████@athene-communications.co.uk))
██████████, Athene Communications (██████████ [@athene-communications.co.uk](mailto:██████████@athene-communications.co.uk))

27.01.2019 Spalding Today media coverage

Could new alternative energy facility take in waste from South Holland?

By Zoe Myall - zoe.myall@liffepublishing.co.uk

Published: 18:00, 27 January 2019



Proposals for a new 'alternative energy facility' that aims to turn black bag waste into renewable fuel could reach out to South Holland.

A consultation process is currently under way on the Boston Alternative Energy Facility (BAEF), which has been proposed for development at the Riverside Industrial Estate in Boston, adjacent to the Haven River.

The plant, should it be built, will take in a fuel (or 'feedstock'), called refuse derived fuel (RDF).



The proposed new alternative energy facility could take in black bin waste from all over the UK, including South Holland. Stock image.

It will then use a process known as 'gasification' to generate power which could benefit more than 185,000 households.

That's equivalent to more than 60% of the households in Lincolnshire, says the BAEF.

RDF is made from non-recyclable waste and the plant could take it in from all over the UK. It will reach the site by ship - baled and transported from various ports.

It aims to deal with waste that is currently being exported; or being sent to landfill, so will not affect existing UK 'Energy from Waste' facilities, added a spokesperson for the BAEF.

27.01.2019 Spalding Today media coverage



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.

This graphic, from information supplied by the Boston Alternative Energy Facility, shows how it could work. (6584856)

The facility will also have to comply with strict criteria required by the EU Industrial Emissions Directive. This ensures that any contaminants in gases from the plant are treated and removed, so that exhaust gases are 'acceptable in terms of emission limits'.

Asked whether the plant could take in waste from South Holland, Coun Roger Gamba-Jones, portfolio holder for Place for the district council, said: "The final decision would be with the county council."

But Coun Gamba-Jones, who is also vice-chairman of the Lincolnshire Waste Partnership, added that he would be watching the plans with interest.

27.01.2019 Spalding Today media coverage

Coun Eddy Poll, chairman of **Lincolnshire Waste Partnership** and portfolio holder for Commercial and Environmental Management for the county council, agreed it was early days.

"It is a sort of exciting new technology," he said. "It could be used in addition to the waste plant at North Hykeham. I will be keeping an eye on the progress."

He added that he has concerns over the amount of commercial waste we produce as a country.



The facility will have to comply with strict criteria to ensure that any contaminants in gases from the plant are treated and removed, so that the exhaust gases are 'acceptable in terms of emission limits'.

Currently, much of our black bag waste goes to the Energy from Waste plant at North Hykeham **where it is converted into electricity and fed back into the National Grid.**

Surveys are being completed on how construction of the proposed new plant will be carried out to minimise any environmental impact, plus any effects on wildlife and ecology.

A second phase of consultations are due to be carried out next month (February), with public information days to be announced. An application for a Development Consent Order (DCO) will then need to be made and any final decision for consent will be made by the Secretary of State for Business, Energy and Industrial Strategy.

The process could take 18 months or more from acceptance of the DCO application to a decision; and a further three years to construct and commission following approval.

More information on the project can be found at www.bostonaef.co.uk

29.01.2019 MRW media coverage

Gasification plant could process a third of UK's RDF

29 JANUARY, 2019 | BY MARK SMULIAN



COMMENT 



Boston Alternative Energy Facility (BAEF) has launched the second phase of public consultation for its plan for a gasification plant served largely from a river.

It hopes to build a plant in Boston, Lincolnshire, capable of taking up to a million tonnes – equivalent to one-third – of the UK's refuse-derived fuel (RDF) and generating 102MW of renewable energy, of which 80MW would be exported to the National Grid with the rest used by the facility.

Under BAEF's plans, bales of feedstock would arrive by ship on the adjacent river Witham, where they would be unloaded on to a wharf, transferred to the facility for processing and then sent for gasification.

The remaining ash would be treated in a kiln to form an aggregate for the construction industry, which would be removed by ship.

Depending on the outcome of the consultation, the company intends to make a planning application later this year.

BAEF has estimated the project would provide 300 construction jobs and 80 permanent ones.

12.02.2019 Spalding Guardian media coverage

Have your say on plans for alternative energy plant

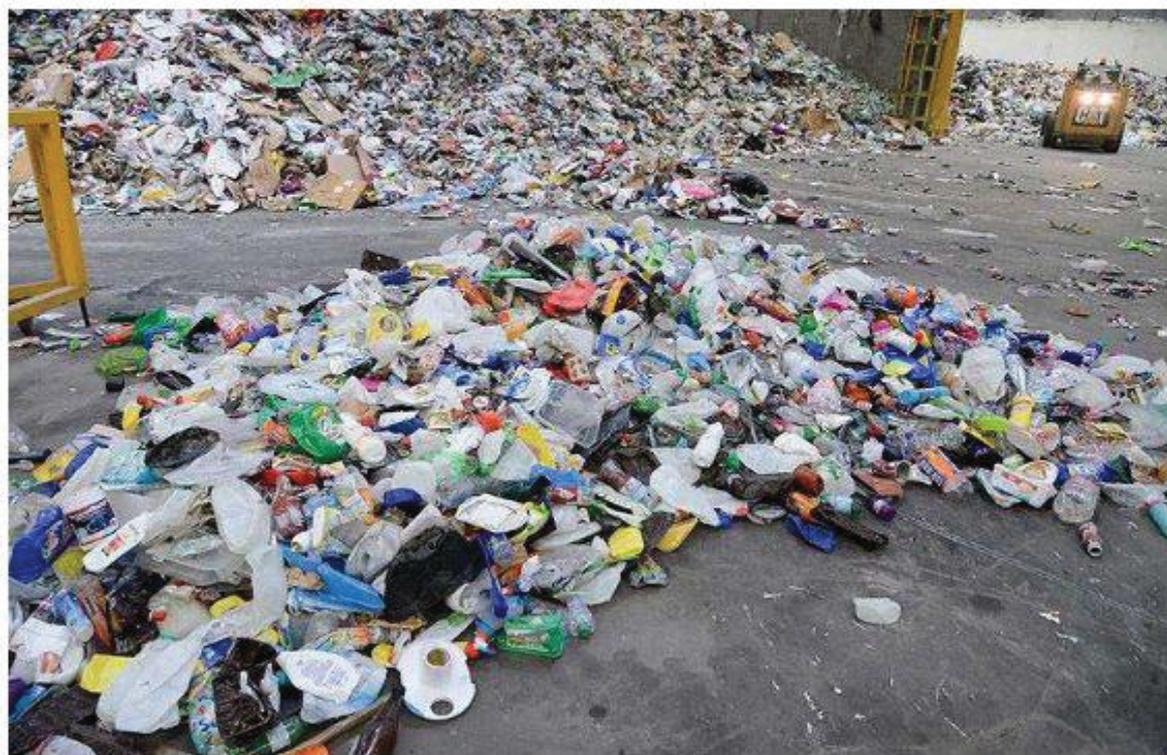
By Zoe Myall - zoe.myall@iliffepublishing.co.uk

Published: 11:00, 12 February 2019 | Updated: 11:01, 12 February 2019



There is a public consultation day in Wyberton this Friday and in Frampton next Friday on a new alternative energy facility proposed for Boston.

The 'Boston Alternative Energy Facility' (BAEF), planned for the Riverside Industrial Estate in Boston, will use residual household waste to generate renewable energy - to power the equivalent of 66% of Lincolnshire's households.



The proposed new energy plant at Boston aims to reduce the amount of residual black bag waste shipped out of the UK. (5577713)

This Friday (February 15), the information day will be held from midday-4pm at Wyberton Parish Hall in London Road, PE21 7DE.

Next Friday (Feb 22), the information day will be held from 3-7pm at Frampton Church Hall, Middlegate Road, Frampton, PE20 1AW.

12.02.2019 Spalding Guardian media coverage



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.

This graphic, from information supplied by the Boston Alternative Energy Facility, shows how residual black bag waste could be turned into energy to power homes. (8584856)

This is the second round of public information days on the plant. For more information and for a list of other consultation days go to www.bostonaef.co.uk

13.02.2019 Boston Standard media coverage

Residents urged to go to energy plant updates

Residents are being urged to take the opportunity to find out more about proposals for the Boston Alternative Energy Facility at a series of events starting this Friday.

By The Newsroom

Wednesday, 13th February 2019, 1:40 pm

Updated Monday, 10th February 2019, 8:59 am



No Caption ABCDE EMN-191102-210017005

The second round of Public Information Days are being held to provide more details of the huge proposals for a state-of-the-art power generation plant at the Riverside Industrial Estate which will use household waste to generate energy.

Those behind the scheme say it will create around 300 jobs during construction and about 80 permanent jobs once up and running, as well as making a sizeable contribution to achieving the UK's target of generating at least 15% of its power through renewable sources.

They say it will deliver enough energy to power the equivalent of 66% of Lincolnshire's households.

The first round of consultation events were held in September last year.

Those attending will be asked to leave their feedback on the latest plans and will have the opportunity to talk to the project team. Friday's event is at Wyberton Parish Hall between noon and 4pm, followed by one at St Thomas' Church Hall, Boston, on Saturday at the same times.

13.02.2019 Boston Standard media coverage

Next week will see events at Ridlington Centre on Sibsey Lane on Wednesday, Fishtoft Pavillion on Thursday, and Frampton Church Hall on Friday, all between 3pm and 7pm.

The final event takes place on Saturday 23 February at St Nicholas Community Centre, Fishtoft Road, between 1pm and 5pm.

The facility will generate power from one million tonnes of processed Refuse Derived Fuel (RDF), which will come from 'black bag' household waste shipped into the site from elsewhere in the UK.

The proposed facility includes a purpose-built wharf with cranes for unloading and removing RDF from the ships, a storage area and an RDF processing facility, including storage silos. The facility will also include a lightweight aggregate plant to process the residues from gasification into aggregate. A visitor centre will be provided to allow people to visit the facility and find out about how it works.

Rachel Wild, spokesperson for the Boston Alternative Energy Facility, said: "We would like to thank everyone who attended the first Public Information Days in September 2018 and offered comments on the proposed facility. The feedback received from these events was largely positive and has helped to shape the proposals as they progress. This second round of consultation will provide an update on the project, including environmental aspects, and give a further opportunity for the community to leave feedback."

You can find out more about the proposals at www.bostonaef.co.uk

REPORT

Boston Alternative Energy Facility - Appendix 4.6

Appendix 4.6 Phase Two maildrop flyer and list of postcodes

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-3004.6
Status: Final/0.0
Date: 23 March 2021





Appendix 4.6 Phase Two maildrop flyer and list of postcodes

This appendix contains a copy of the newsletter, envelope and list of postcode regions it was sent to.



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Boston Alternative Energy Facility



Welcome to the first edition of the Boston Alternative Energy Facility newsletter.

The proposed Boston Alternative Energy Facility is a state-of-the-art power-generation facility located on the Riverside Industrial Estate. The facility will generate 102MW of renewable energy, of which 80MW will be exported to the National Grid, with the rest used for the running of the facility. This energy is generated by processing over one million tonnes of refuse derived fuel (RDF – derived from non-recyclable household waste). This will generate power that is equivalent to the annual power demand of more than 185,000 homes (this would be equivalent to over 60% of the number of households in Lincolnshire).

Project Update

- The Statement of Community Consultation (SoCC) has been made available to local authorities, parish councils and residents. Consultation on the SoCC closed on 18 January 2019.
- The Preliminary Environmental Information Report (PEIR) provides details of the environmental assessments that have been undertaken to establish potential impacts of the facility. The PEIR will identify mitigation measures suggested to reduce any potential impacts
- The PEIR is available to view at the project website www.bostonaef.co.uk

Phase One Consultation

The feedback summary following the Phase One consultation has been published on the project website: www.bostonaef.co.uk.

- **Over 240 people** attended the Phase One Public Information Days
- Feedback from Phase One was **largely positive and supportive** of the proposals.

69
of 70

respondents found the Phase One Public Information Days useful.

70
people

thought it was important to find alternative ways to produce energy

69
people

thought it better to generate energy from waste than sending waste to landfill.

Suggested benefits of the project included:

- Reducing landfill
- Providing a renewable energy source
- Energy production
- Job creation
- Investment in the local economy.

Concerns raised included:

- Traffic
- Safety
- Odour
- Noise
- Air quality and emissions.

Additional information about the management of these issues will be available in Phase Two.

Phase Two Consultation

We are now in Phase Two of consultation which will close on 25 March 2019. The purpose of Phase Two is to consult on the Preliminary Environmental Information and seek views on mitigating the impact of the Facility.

As part of its commitment to ensure local people are well informed and consulted with during the pre-application stage, Alternative Use Boston Projects has organised a series of Public Information Days in February.

The Public Information Days will have information on the following:

- Preliminary Environmental Information Report/Surveys
- Mitigation measures
- Traffic management and access
- Project time scales
- How to keep up to date about the project

The project team and lead contractors will be on hand to ensure local people are kept informed with the project's progress and answer questions. Feedback forms will be available for local people to give their views on the project at the Public Information Days and on the project website. Details of the upcoming Public Information Days are shown below:

Venue	Date	Time
Wyberton Parish Hall <i>London Road, Boston PE21 7DE</i>	Friday 15 February 2019	12.00 – 4.00pm
St Thomas' Church <i>London Road, Boston PE21 7EJ</i>	Saturday 16 February 2019	12.00 – 4.00pm
Ridlington Centre <i>Sibsey Lane, Boston PE21 6HB</i>	Wednesday 20 February 2019	3.00 – 7.00pm
Fishtoft Pavilion <i>Playing Fields, Church Green Road, Fishtoft PE21 0RP</i>	Thursday 21 February 2019	3.00 – 7.00pm
Frampton Church House Village Hall <i>Middlegate Road, Frampton PE20 1AW</i>	Friday 22 February 2019	3.00 – 7.00pm
St Nicholas Community Centre <i>Fishtoft Road, Boston PE21 0AA</i>	Saturday 23 February 2019	1.00 – 5.00pm

Timeline



Contact us:

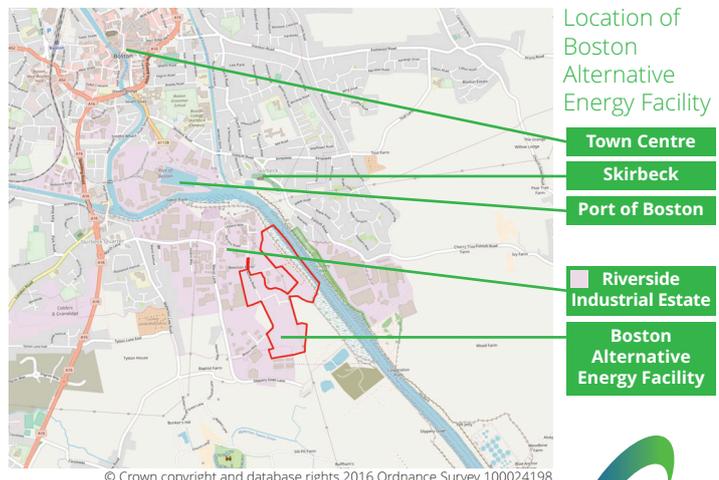
If you would like further information about Boston Alternative Energy Facility, please visit:
www.bostonaef.co.uk

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



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

List of postcode regions the newsletter was sent to

Area	District	Sector	Count
PE	20	1	3163
PE	20	2	1328
PE	20	3	2405
PE	21	0	4285
PE	21	6	2609
PE	21	7	4309
PE	21	8	5961
PE	21	9	3674
PE	22	0	2670
PE	22	9	1806

REPORT

Boston Alternative Energy Facility - Appendix 4.7

Appendix 4.7 Poster advertising Phase Two Public Information Day locations and dates and list of venues where this was displayed

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-3004.7
Status: Final/0.0
Date: 23 March 2021





Appendix 4.7 Poster advertising Phase Two Public Information Day locations and dates and list of venues where this was displayed

This appendix contains a copy of the poster and list of locations where it was displayed.



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Boston Alternative Energy Facility

Phase Two

Public Information Days

Alternative Use Boston Projects Ltd is proposing to develop a **state-of-the-art power generation plant** at the Riverside Industrial Estate in Boston. The facility would generate 102MW of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

As part of the Phase Two consultation, Public Information Days are being held to give project updates and provide Preliminary Environmental Information, giving local communities the opportunity to find out more and share their feedback. **Details of these events are below:**

Venue	Date	Time
Wyberton Parish Hall <i>London Road, Boston PE21 7DE</i>	Friday 15 February 2019	12 – 4pm
St Thomas' Church <i>London Road, Boston PE21 7EJ</i>	Saturday 16 February 2019	12 – 4pm
Ridlington Centre <i>Sibsey Lane, Boston PE21 6HB</i>	Wednesday 20 February 2019	3 – 7pm
Fishtoft Pavilion <i>Playing Fields, Church Green Road, Fishtoft PE21 0RP</i>	Thursday 21 February 2019	3 – 7pm
Frampton Church House Village Hall <i>Middlegate Road, Frampton PE20 1AW</i>	Friday 22 February 2019	3 – 7pm
St Nicholas Community Centre <i>Fishtoft Road, Boston PE21 0AA</i>	Saturday 23 February 2019	1 – 5pm

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



List of venues where the poster was displayed

Posters

Posters were placed on **29 January 2019** within the Boston Borough Council area in the following locations:

Swineshead Village Store	Swineshead Church Hall
Swineshead Bakery	Co-operative, Swineshead
Swineshead Parish Council	Swineshead Pre-school
Swineshead Village Hall	Boston Asda
Boston Tesco	Kirton Costcutter
Jhay Stores, Kirton	Kirton Youth Club
Jessops Bakery, Kirton	Co-operative, Kirton
Scouts Aid, Kirton	Leverton Post Office
Wyberton Parish Hall	Co-operative, Wyberton
St Thomas' Church Hall	The Ridlington Centre
Geoff Moulder Leisure Centre	Priory Road Spar
Fishtoft Pavillion	Freiston Post Office
Freiston Butcher	Butterwick Village Hall
Wrangle Post Office	Co-operative, Old Leake

REPORT

Boston Alternative Energy Facility - Appendix 4.8

Appendix 4.8 Phase Two translated posters and
locations they were sent to

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-3004.8
Status: Final/0.0
Date: 23 March 2021





Appendix 4.8 Phase Two translated posters and locations they were sent to

This appendix contains a copy of the translated posters and a list of businesses these were sent to.



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Bostonas Alternatīvās Enerģijas Uzņēmums

Sabiedrības Informēšanas Dienas

Otrā daļa

Bostonas Alternatīvās Izmantošanas Projekts piedāvā attīstīt **uz jaunākajiem sasniegumiem balstītu elektroenerģijas ražošanas rūpnīcu**, kas atradīsies Riverside Industrial Estate, Bostonā. Rūpnīca ražos 102MW atjaunojamās enerģijas, ražotu no atkritumiem iegūta kurināma (ARK – no nepārstrādājamiem sadzīves Atkritumiem Ražots Kurināmais).

Otrās daļas apspriešanas ietvaros, tiks rīkotas Sabiedrības Informēšanas Dienas, to laikā tiks sniegta jaunākā informācija par projekta attīstību un Provizoriska Informācija par Ietekmi uz Vidi, dodot iespēju vietējai sabiedrībai uzzināt vairāk un izteikt savu viedokli.

Zemāk ir informācija par šīm sapulcēm: pateikti žemiau:

Venue	Date	Time
Wyberton Parish Hall <i>London Road, Boston PE21 7DE</i>	Piektdien 15. februārī, 2019	12.00 – 16.00
St Thomas' Church <i>London Road, Boston PE21 7EJ</i>	Sestdien 16. februārī 2019	12.00 – 16.00
Ridlington Centre <i>Sibsey Lane, Boston PE21 6HB</i>	Trešdien 20. februārī 2019	15.00 – 19.00
Fishtoft Pavilion <i>Playing Fields, Church Green Road, Fishtoft PE21 ORP</i>	Ceturtdien 21. februārī 2019	15.00 – 19.00
Frampton Church House Village Hall <i>Middlegate Road, Frampton PE20 1AW</i>	Piektdien 22. februārī 2019	15.00 – 19.00
St Nicholas Community Centre <i>Fishtoft Road, Boston PE21 0AA</i>	Sestdien 23. februārī 2019	13.00 – 17.00

Ja jūs vēlaties uzzināt vairāk par Bostonas Alternatīvās Enerģijas uzņēmumu, lūdzu apmeklējiet: www.bostonaef.co.uk

Sazinieties ar mums pa e-pastu: consultation@bostonaef.co.uk

Tālruni: **0800 0014 050**

Vai sūtiet vēstules bez maksas uz:

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



Bostono alternatyvios energijos jėgainė

Visuomenės informavimo dienos

2 Etapas

Alternative Use Boston Projects Ltd siūlo sukurti **modernią energijos gamybos jėgainę**, kuri būtų Riverside Industrial Estate, Bostone. Jėgainė pagamintų 102MW atsinaujinančios energijos iš atliekų (angl. RDF) (RDF – gaunama iš perdirbimui netinkamų buitinių atliekų).

Per antro etapo konsultacinį procesą bus surengtos visuomeninės informavimo dienos, kurios suteiks naujausios informacijos apie projektą bei preliminarios informacijos apie aplinką, kad vietinei bendruomenei būtų suteikta galimybė dalyvauti ir išreikšti savo nuomonę apie šį projektą.

Duomenys apie šiuos renginius pateikti žemiau:

Vieta	Data	Laikas
Wyberton Parish Hall <i>London Road, Boston PE21 7DE</i>	Penktadienis 2019 m. vasario 15	12.00 – 16.00
St Thomas' Church <i>London Road, Boston PE21 7EJ</i>	Šeštadienis 2018 m. vasario 16	12.00 – 16.00
Ridlington Centre <i>Sibsey Lane, Boston PE21 6HB</i>	Trečiadienis 2019 m. vasario 20	15.00 – 19.00
Fishtoft Pavilion <i>Playing Fields, Church Green Road, Fishtoft PE21 0RP</i>	Ketvirtadienis 2019 m. vasario 21	15.00 – 19.00
Frampton Church House Village Hall <i>Middlegate Road, Frampton PE20 1AW</i>	Penktadienis 2019 m. vasario 22	15.00 – 19.00
St Nicholas Community Centre (Bendruomenės centras) <i>Fishtoft Road, Boston PE21 0AA</i>	Šeštadienis 2019 m. vasario 23	13.00 – 17.00

Jei norėtume gauti daugiau informacijos apie Bostono alternatyvios energijos jėgainę prašome apsilankyti mūsų tinklapyje: www.bostonaef.co.uk

Susisiekite su mumis el. paštu: consultation@bostonaef.co.uk

Tel.: **0800 0014 050**

arba parašykite mums laišką, mūsų **nemokamu adresu**:
Boston Alternative Energy Facility, RTLY-RLGH-GKSE,
FREEPOST, 25 Priestgate, Peterborough, PE1 1JL



Alternatywna Elektrownia dla Bostonu

Faza druga

Dni informacji publicznej

Alternative Use Boston Projects Ltd proponuje budowę **nowoczesnej elektrowni** na Riverside Industrial Estate w Bostonie. Zakład ten wytwarzałby 102MW energii odnawialnej z paliwa uzyskanego z odpadów (RDF – z odpadów domowych, które nie nadają się do recyklingu).

W ramach drugiej fazy konsultacji zorganizowano dni informacji publicznej, aby przedstawić aktualizacje na temat projektu oraz wstępną informację dotyczącą środowiska, co da lokalnym społecznościom okazję, aby dowiedzieć się więcej i podzielić się swoimi uwagami.

Szczegóły tych spotkań podano poniżej:

Venue	Date	Time
Wyberton Parish Hall <i>London Road, Boston PE21 7DE</i>	piątek 15 lutego 2019	12 – 16
Kościół św. Tomasza <i>London Road, Boston PE21 7EJ</i>	sobota 16 lutego 2019	12 – 16
Ridlington Centre <i>Sibsey Lane, Boston PE21 6HB</i>	środa 20 lutego 2019	15 – 19
Fishtoft Pavilion <i>Playing Fields, Church Green Road, Fishtoft PE21 0RP</i>	czwartek 21 lutego 2019	15 – 19
Frampton Church House Village Hall <i>Middlegate Road, Frampton PE20 1AW</i>	piątek 22 lutego 2019	15 – 19
St Nicholas Community Centre <i>Fishtoft Road, Boston PE21 0AA</i>	sobota 23 lutego 2019	13 – 17

Jeśli chcesz uzyskać więcej informacji na temat alternatywnej elektrowni dla Bostonu, wejdź na: www.bostonaef.co.uk

Napisz email: consultation@bostonaef.co.uk

Zadzwoń: **0800 0014 050**

Lub **bezpłatnie** wyślij list na **adres:**

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



Locations the Phase Two translated poster were sent to

Name	Address 1	Address 2	Post Code
A Wright and Son	460 Nursery Road	Boston	PE21 7TN
Adan Ltd	Nursery Road	Riverside Industrial Estate	PE21 7TN
Anglia Bearing Company Ltd	17 Lealand Way	Marsh Lane	PE21 7SW
Boston Aggregate and Landscaping Supplies	Lealand Way	Boston	PE21 7SW
Boston Household Waste Distribution	-	Boston	PE21 7RQ
Boston Motorcool	3 Industrial Estate	Broadfield Lane	PE21 8DR
Boston Sub Aqua Club	Boston Sports and Social Club	Fishtoft Road	PE21 0DF
Carrylift Group	Unity House	Nursery Road	PE21 7TN
CEF	Unit 3, Riverside Industrial Estate	Nursery Road	PE21 7TN
CEMEX Boston Concrete Plant	Marsh Lane	Boston	PE21 7SU
Clarke Group Construction Ltd	The Workshop, Slippery Gowt Lane	Wyberton	PE21 7AA
Coveris	Tenens Way, Riverside Industrial Estate	Marsh Lane	PE21 7SZ
Driver Line	Lealand Way	Boston	PE21 7SW
Dynamic Casette International Ltd	Marsh Lane	Boston	PE21 7TX
Euroflow Engineering	The Found, Riverside Industrial Estate	Marsh Lane	PE21 7PJ
Freshtime UK Ltd	The Found, Riverside Industrial Estate	Marsh Lane	PE21 7PJ
Greenyard UK Frozen	15 Marsh Lane	Boston	PE21 7RY
Guest Truck and Van	Riverside Industrial Estate	Marsh Lane	PE21 7RP
Hardy Craske	Wyberton Low Road	Boston	PE21 7RG
Howard Tenens Logistics	The Found, Riverside Industrial Estate	Marsh Lane	PE21 7SZ
Howdens Joinery	Units E8, E10, & E11	Norfolk Street	PE21 9HG
Jet Autos	Unit 5-6 Tec House	Tenens Way	PE21 7PA
K and L Autos	5-6 Lealand Way	Boston	PE21 7SW
Kalas Packaging	Unit 8 Haven Business Park	Slippery Gowt Lane, Wyberton	PE21 7AA
Lincs Waste Management Ltd	The Saxon, Marsh Lane	Riverside Industrial Estate	PE21 7PA
ME & A Oliver	Office 2, Riverside Industrial Estate	Marsh Lane	PE21 7PA
Metsa Wood	The Old Golf Course	Fishtoft Road	PE21 0BJ
Paragon Print and Packaging	Lealand Way	Boston	PE21 7SW
Parkinson Harness Technology Ltd	Marsh Lane	Boston	PE21 7FP
CF Parkinson	The Found Riverside, Industrial Estate	Marsh Lane	PE21 7FP
Pilgrim Food Service	Marsh Lane	Boston	PE21 7SJ

Locations where the Phase Two translated poster where sent to

Name	Address 1	Address 2	Post Code
Penguin Foods UK Boston	Marsh Lane	Boston	PE21 7RY
Porcher Abrasive Coatings Ltd	Riverside Industrial Estate	Nursery Road	PE21 7TN
Ripe Now	Skeldyke Road, Kirton	Boston	PE20 1LR
Riverside Auto Breakers	Nursery Road	Boston	PE21 7TN
Rolec Services Ltd	Ralphs Lane	Boston	PE20 1QU
Samuel Vickers	Unit 9 Riverside Industrial Estate	Nursery Road	PE21 7TN
Silver Skips (Lincolnshire) Ltd	Recycling Warehouse/Nursery House	Boston	PE21 7TN
Taste of Poland I&E Ltd	The Boat Yard	Nursery Road	PE21 7TN
The Doggie Den	Cremorne, Marsh Lane	Boston	PE21 7SJ
The Recycling Factory	Marsh Lane, Wyberton	Boston	PE21 7TX
Wakefield Autos	Plover Close	Boston	PE21 7RQ
Witham Timber	Lealand Way	Boston	PE21 7SW
Ziuta Motors Garage	Nursery Road Industrial Estate	Boston	PE21 7TN

REPORT

Boston Alternative Energy Facility - Appendix 4.9

Appendix 4.9 List of parish councils Phase Two posters
were sent to

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-3004.9
Status: Final/0.0
Date: 23 March 2021





Appendix 4.9 List of parish councils Phase Two posters were sent to

This appendix contains a list of the parish councils the Phase Two poster was sent to.



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Posters

Posters were sent to the following Parish Councils on **30 January 2019**.

Wyberton	Frampton
Fishtoft	Freiston
Holbeach	Kirton
Algakirk	Amber Hill
Benington	Bicker
Fosdyke	Holland Fen with Brothertoft
Leverton	Old Leake
Sutterton	Swineshead
Wigtoft	Wrangle

REPORT

Boston Alternative Energy Facility - Appendix 4.10

Appendix 4.10 Newspaper notices advertising Phase
Two Public Information Day locations and dates

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-3004.10
Status: Final/0.0
Date: 23 March 2021





Appendix 4.10 Newspaper notices advertising Phase Two Public Information Day locations and dates

This appendix contains the notices placed in the newspapers advertising Phase Two Public Information Days.



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Paper Collectables

Professional dealer seeks pre-1970 postcards and photographs. As well as old documents, letters, billheads, medals & militaria, small advertising items & any sport related items.

Please call Kevin on **01522 811586**
tigerkev@btinternet.com

WANTED Peacock Quills
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PUBLIC NOTICES

Boston Alternative Energy Facility Phase Two Public Information Days

Alternative Use Boston Projects Ltd is proposing to develop a **state-of-the-art power generation plant**, at the Riverside Industrial Estate in Boston. The facility would generate 102MW of renewable energy from refuse derived fuel (RDF - derived from non-recyclable household waste).

As part of the Phase Two consultation, Public Information Days are being held to give project updates and provide Preliminary Environmental Information, giving local communities the opportunity to find out more and share their feedback.

Details of these events are below:

Venue	Date	Time
Wyberton Parish Hall London Road, Boston PE21 7DE	Friday 15 February 2019	12 - 4pm
St Thomas' Church London Road, Boston PE21 7EJ	Saturday 16 February 2019	12 - 4pm
Ridlington Centre Sibsey Lane, Boston PE21 6HB	Wednesday 20 February 2019	3 - 7pm
Fishtoft Pavilion Playing Fields, Church Green Road, Fishtoft PE21 0RP	Thursday 21 February 2019	3 - 7pm
Frampton Church House Village Hall Middlegate Road, Frampton PE20 1AW	Friday 22 February 2019	3 - 7pm
St Nicholas Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 23 February 2019	1 - 5pm

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



LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (HOLBEACH BANK/HOLBEACH CLOUGH - ROMAN BANK)

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL has made an Order on Roman Bank to allow for essential maintenance works to be carried out.

The effect of the Order will be to close the road to traffic in sections as indicated by traffic signs. Access will be maintained to properties on the affected length of road but may be subject to delays. The works are expected to commence on or about 4 February 2019 and continue for approximately 4 days.

The Order will come into operation on 4 February 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

CHIEF EXECUTIVE
LINCOLNSHIRE COUNTY COUNCIL

LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (FLEET - LITTLE MARSH LANE)

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL has made an Order on Little Marsh Lane to allow for essential maintenance works to be carried out.

The effect of the Order will be to close the road to traffic in the vicinity of the B1515.

Access will be maintained to properties on the affected length of road but may be subject to delays. The works are expected to commence on or about 4 February 2019 and continue for approximately 11 days.

The Order will come into operation on 4 February 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

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Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF, stating their reasons, within 21 days of this notice. Representatives must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's Office.

PUBLIC NOTICES

KATHLEEN ETHEL JEAN HOPKINS (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 200A Fleet Road Fleet Hargate Holbeach Spalding Lincolnshire PE12 9LE, who died on 01/12/2018, are required to send particulars thereof in writing to the undersigned Solicitors on or before 12/04/2019 after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

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Boston Alternative Energy Facility Phase Two Public Information Days

Alternative Use Boston Projects Ltd is proposing to develop a **state-of-the-art power generation plant**, at the Riverside Industrial Estate in Boston. The facility would generate 102MW of renewable energy from refuse derived fuel (RDF - derived from non-recyclable household waste).

As part of the Phase Two consultation, Public Information Days are being held to give project updates and provide Preliminary Environmental Information, giving local communities the opportunity to find out more and share their feedback.

Details of these events are below:

Venue	Date	Time
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Fishtoft Pavilion Playing Fields, Church Green Road, Fishtoft PE21 0RP	Thursday 21 February 2019	3 - 7pm
Frampton Church House Village Hall Middlegate Road, Frampton PE20 1AW	Friday 22 February 2019	3 - 7pm
St Nicholas Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 23 February 2019	1 - 5pm

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 000**

Or mail using our **freepost address:**

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PUBLIC NOTICES

PUBLIC NOTICES

Boston Alternative Energy Facility Phase Two Public Information Days

Alternative Use Boston Projects Ltd is proposing to develop a **state-of-the-art power generation plant**, at the Riverside Industrial Estate in Boston. The facility would generate 102MW of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

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Fishtoft Pavilion Playing Fields, Church Green Road, Fishtoft PE21 0RP	Thursday 21 February 2019	3 – 7pm
Frampton Church House Village Hall Middlegate Road, Frampton PE20 1AW	Friday 22 February 2019	3 – 7pm
St Nicholas Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 23 February 2019	1 – 5pm

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



LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (SUTTON ST JAMES – CHAPEL GATE)

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL intends to make an Order on Chapel Gate to allow for essential maintenance works to be carried out.

The effect of the Order will be to close the road to traffic in the vicinity of Bythorne Bank.

Access will be maintained to properties on the affected length of road but may be subject to delays. The works are expected to commence on or about 25 February 2019 and continue for approximately 3 days.

The Order will come into operation on 25 February 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

ANDY GUTHERSON
INTERIM EXECUTIVE DIRECTOR OF PLACE
LINCOLNSHIRE COUNTY COUNCIL

LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (SUTTON ST JAMES - BROADGATE)

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL intends to make an Order on Broadgate to allow for essential maintenance works to be carried out.

The effect of the Order will be to close the road overnight to traffic between Taylors Drove & Birds Drove during 21.00hrs – 06.00hrs.

Access will be maintained to properties on the affected length of road but may be subject to delays. The works are expected to commence on or about 25 February 2019 and continue for approximately 2 weeks.

The Order will come into operation on 25 February 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

ANDY GUTHERSON
INTERIM EXECUTIVE DIRECTOR OF PLACE
LINCOLNSHIRE COUNTY COUNCIL

PUBLIC NOTICES

**Boston Alternative Energy Facility
Phase Two
Public Information Days**

Alternative Use Boston Projects Ltd is proposing to develop a **state-of-the-art power generation plant**, at the Riverside Industrial Estate in Boston. The facility would generate 102MW of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

As part of the Phase Two consultation, Public Information Days are being held to give project updates and provide Preliminary Environmental Information, giving local communities the opportunity to find out more and share their feedback.

Details of these events are below:

Venue	Date	Time
Wyberton Parish Hall <i>London Road, Boston PE21 7DE</i>	Friday 15 February 2019	12 – 4pm
St Thomas' Church <i>London Road, Boston PE21 7EJ</i>	Saturday 16 February 2019	12 – 4pm
Ridlington Centre <i>Sibsey Lane, Boston PE21 6HB</i>	Wednesday 20 February 2019	3 – 7pm
Fishtoft Pavilion <i>Playing Fields, Church Green Road, Fishtoft PE21 0RP</i>	Thursday 21 February 2019	3 – 7pm
Frampton Church House Village Hall <i>Middlegate Road, Frampton PE20 1AW</i>	Friday 22 February 2019	3 – 7pm
St Nicholas Community Centre <i>Fishtoft Road, Boston PE21 0AA</i>	Saturday 23 February 2019	1 – 5pm

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

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LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (DONINGTON - CHURCH VIEW CLOSE)

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL intends to make an Order on Church View Close to allow for essential maintenance works to be carried out.

The effect of the Order will be to close the road to traffic.

Access will be maintained to properties on the affected length of road but may be subject to delays.

The works are expected to take place during a two week period commencing on or about 25 February 2019 and lasting for approximately 2 days.

The Order will come into operation on 25 February 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

ANDY GUTHERSON

INTERIM EXECUTIVE DIRECTOR OF PLACE
LINCOLNSHIRE COUNTY COUNCIL

LINCOLNSHIRE COUNTY COUNCIL ROAD TRAFFIC REGULATION ACT 1984 TEMPORARY RESTRICTION TO TRAFFIC (RUSKINGTON - PARK LEA)

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL intends to make an Order on Park Lea to allow for essential maintenance works to be carried out.

The effect of the Order will be to close the road to traffic.

Access will be maintained to properties on the affected length of road but may be subject to delays.

The works are expected to take place during a five day period commencing on or about 25 February 2019 and lasting for approximately 2 days.

The Order will come into operation on 25 February 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The restriction shall only apply during such times and to such extent as shall from time to time be indicated by traffic signs prescribed by the Traffic Signs Regulations and General Directions 2016.

ANDY GUTHERSON

INTERIM EXECUTIVE DIRECTOR OF PLACE
LINCOLNSHIRE COUNTY COUNCIL

LICENSING ACT 2003 - APPLICATION FOR A PREMISES LICENCE

NOTICE IS HEREBY GIVEN, that an application a Premises Licence under the above-mentioned legislation has been made by Gemma Jones to East Lindsey District Council in respect of premises known as The Boars Head which are situated at 12 Newmarket, Louth, LN11 9HH. The licensable activity, which it is proposed to carry on at the premises, is as follows: Sale of alcohol

The record of the application may be inspected at the offices of The Licensing Team, East Lindsey District Council, Tedder Hall, Manby Park, Louth, LN11 8UP, during normal office hours.

Any representations by interested parties or responsible authorities regarding the application must be made in writing to the Licensing Team, East Lindsey District Council at the above address by 28/02/2019

It is an offence, liable on summary conviction to a fine up to Level 5 (£5000) on the standard scale, to knowingly or recklessly make a false statement in connection with the application.

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PUBLIC NOTICES

Boston Alternative Energy Facility Phase Two Public Information Days

Alternative Use Boston Projects Ltd is proposing to develop a **state-of-the-art power generation plant** at the Riverside Industrial Estate in Boston. The facility would generate 102MW of renewable energy from refuse derived fuel (RDF - derived from non-recyclable household waste).

As part of the Phase Two consultation, Public Information Days are being held to give project updates and provide Preliminary Environmental Information, giving local communities the opportunity to find out more and share their feedback.

Details of these events are below:

Venue	Date	Time
Wyberton Parish Hall London Road, Boston PE21 7DE	Friday 15 February 2019	12 - 4pm
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St Nicholas Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 23 February 2019	1 - 5pm

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**:

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27 Hours per Week
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Closing Date: 17th February 2019.

For full details and how to apply please visit www.boston.gov.uk



Housekeeper/ Companion

required for retired gentleman.
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01526 398095



GENERAL VACANCIES



The SmartList are currently recruiting for the following vacancies:

Reference - TSLGJ1846 - Design Engineer - Market Deeping, Lincolnshire
Depending on experience

Reference - TSLGJ1847 - Welder / Fabricator - Market Deeping, Lincolnshire
Depending on experience

For more information or to apply for the above vacancies, please go to www.thsmartlist.co.uk/jobs

TheSmartList acts on behalf of employers to source candidates at a fixed price recruitment fee.

To advertise with TheSmartList please call 01733 427182

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EVERY WEEK IN PAPER AND ONLINE

REPORT

Boston Alternative Energy Facility - Appendix 4.11

Appendix 4.11 Phase Two public exhibition boards

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-3004.11
Status: Final/0.0
Date: 23 March 2021





Appendix 4.11 Phase Two public exhibition boards

This appendix contains a copy of the public exhibition boards.



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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

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

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

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

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 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

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



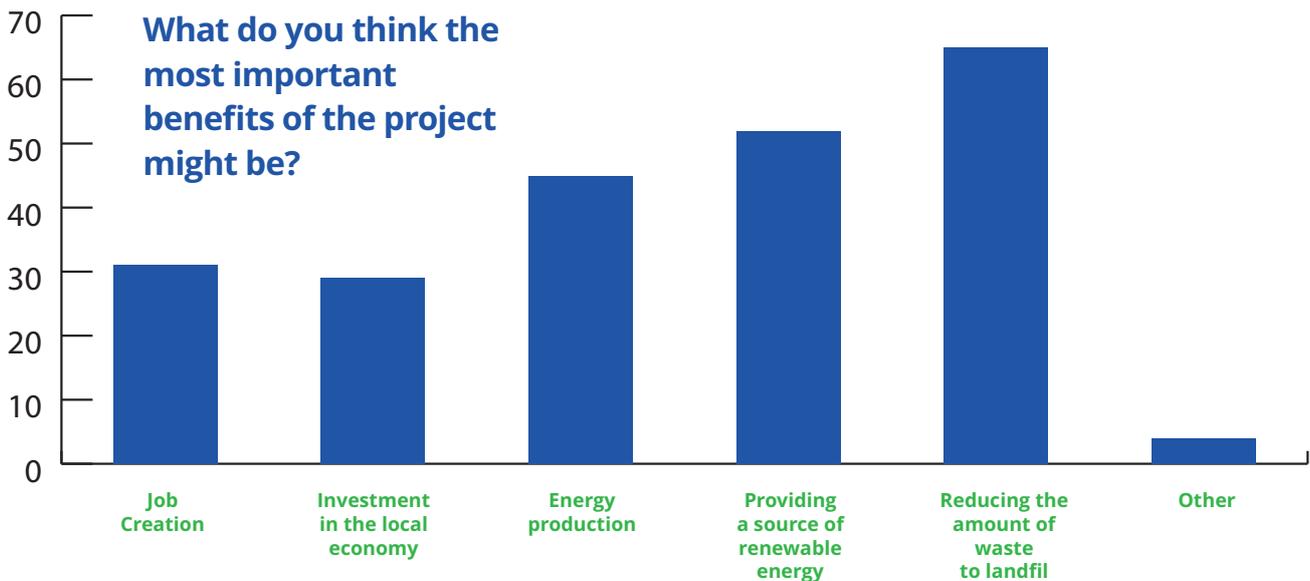
Feedback from Phase One

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

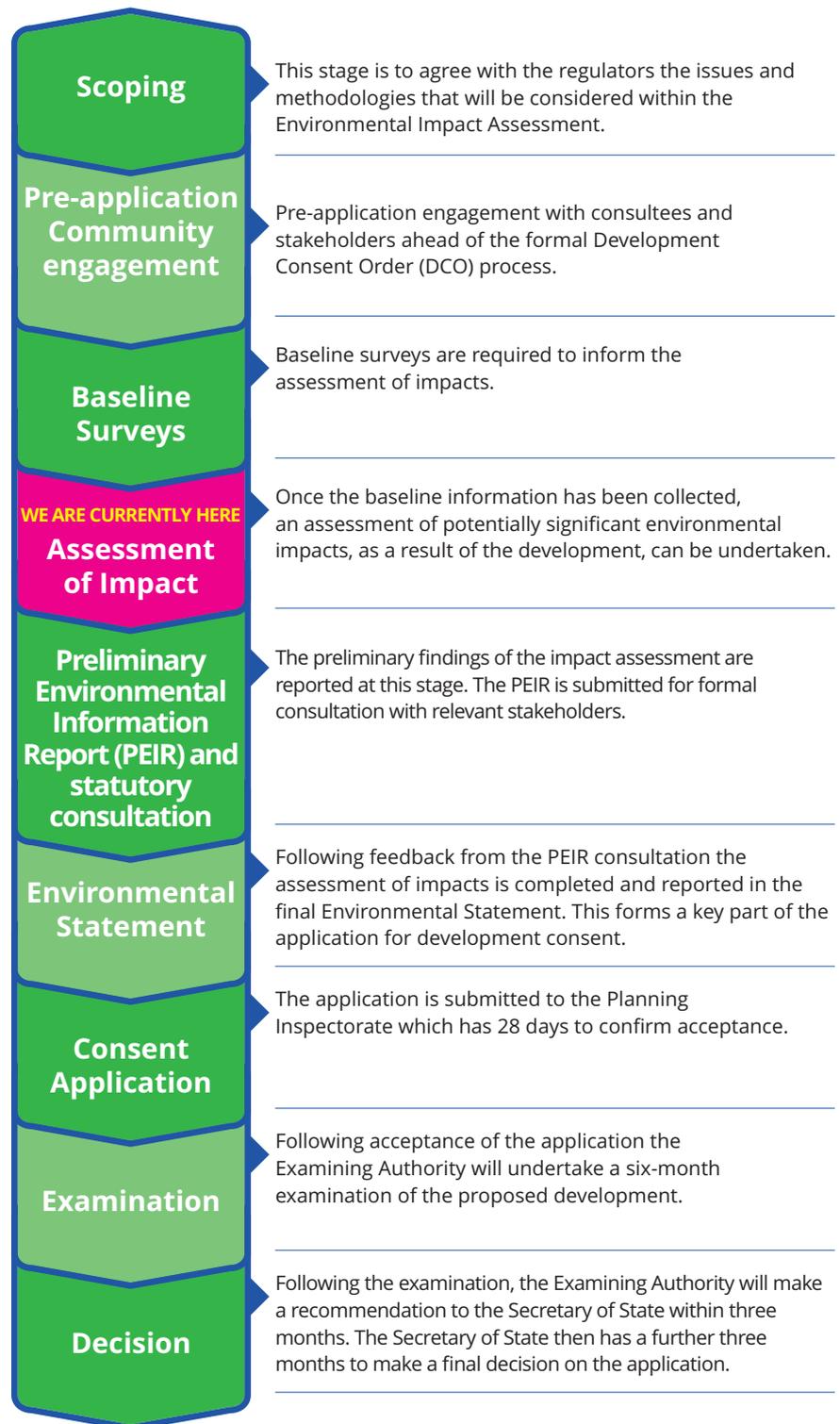
- Vessel traffic and tonnage data has been obtained from the Port of Boston to establish baseline navigation conditions in the Haven.
- We have reviewed information relating to the Boston Barrier project and the associated changes to the Port that would affect the Facility in operation and construction.
- 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.



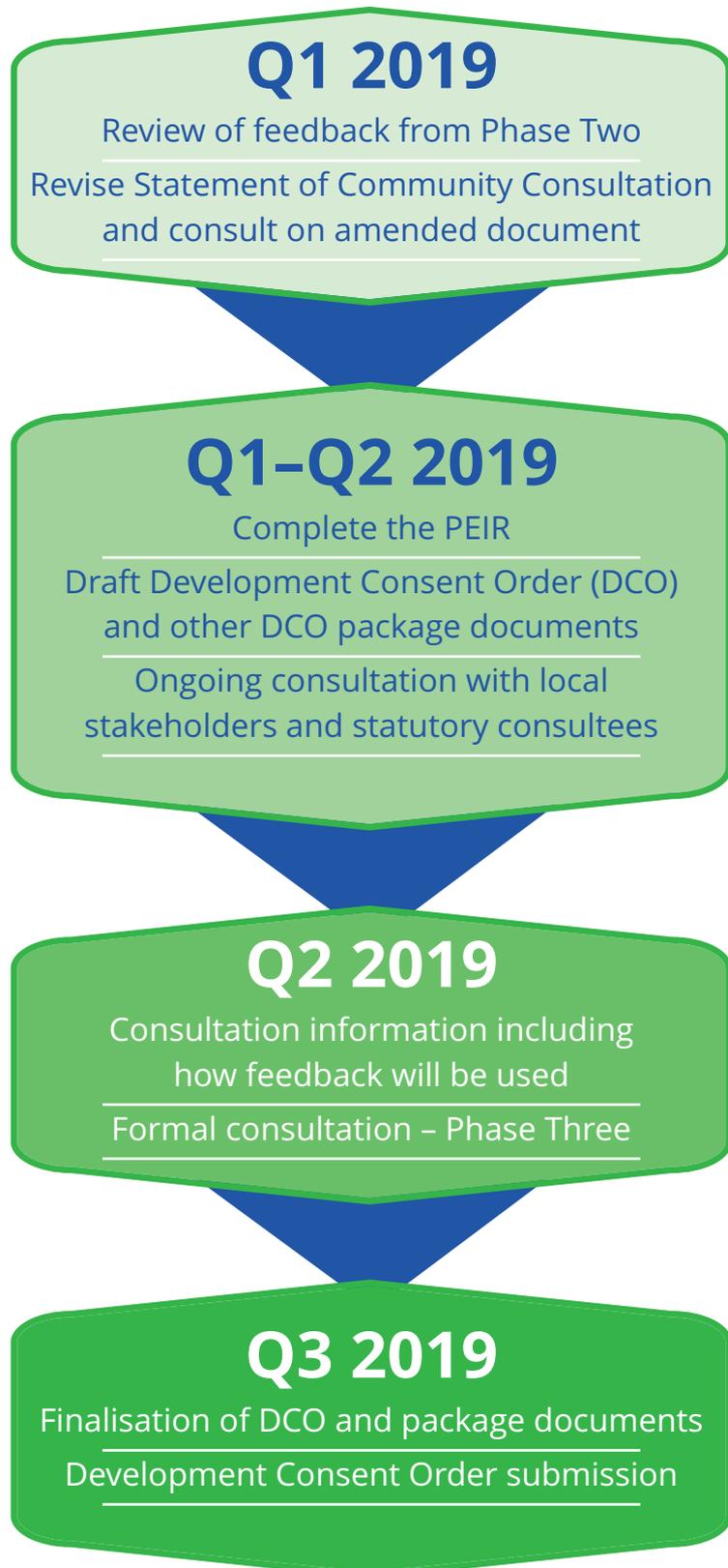


Next steps

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.



REPORT

Boston Alternative Energy Facility - Appendix 4.12

Appendix 4.12 Phase Two A0 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-3004.12
Status: Final/0.0
Date: 23 March 2021





Appendix 4.12 Phase Two A0 site layout map

This appendix contains a copy of the A0 site layout map displayed at the Public Information Days.



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Site Layout

Not to Scale

Quantity of RDF per year (tonnes)	1,150,000
Size of RDF bales (m ³)	approximately 1.8
Anticipated number of ships per week to deliver RDF	9
Annual operational hours for each of the 3 gasification lines	8000
Gasification facility at full capacity (days per year)	260
Annual input to the gasification plant (tonnes)	1,000,000

Outbound quantity of aggregate (cubic metres)	anticipated at 270,000 - to be confirmed
Power generation (No. houses equivalent)	206,000
Anticipated number of ships per year	approximately 570
Gross site capacity (MWe per year)	102
Net export (MWe)	80
Design Construction period (months)	anticipated 36-42 months

Turbine layout	
Number of turbines	3
Overall height of building (m)	15

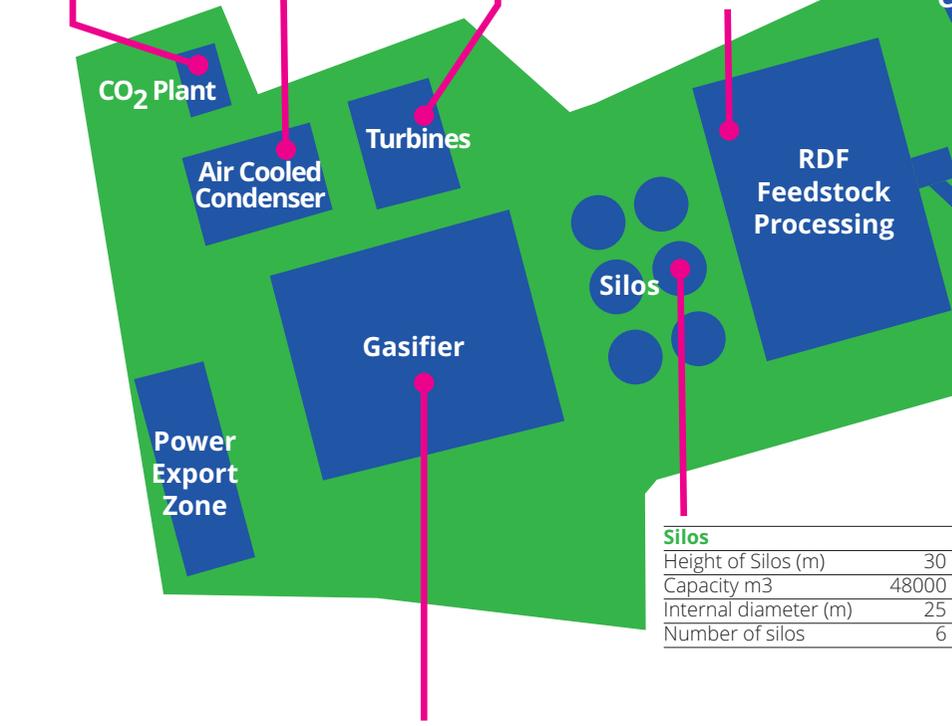
CO₂ plant - Vertical vacuum insulated ASCO Storage Tanks	
Height (m)	12

Feedstock Processing Facility building	
Building height m	25
Eight shredder lines	
Approximately 15% of the RDF input is segregated into:	
<ul style="list-style-type: none"> • Ferrous metal (e.g. steel) • Non-ferrous metal (e.g. aluminium) • Fine material (less than 5mm) • Hard dense inert material (e.g. stones and glass) 	
Leaving 1,000,000 tonnes of processed RDF to be used as fuel.	

RDF bale storage area	
Hardstanding with sealed drainage.	
Bales Uncovered - but wrapped in plastic	
Max. permitted stockpile volume (m ³)	450
Total stockpile storage requirement (days)	4
Theoretical mass based upon four days' storage requirement (tonnes)	
	12600
Theoretical number of bales for four days' storage	
	9000
Volume equivalent (m ³)	16635
Assumed number of stockpiles	41



Air-cooled condenser Unit	
Height of unit (m)	30

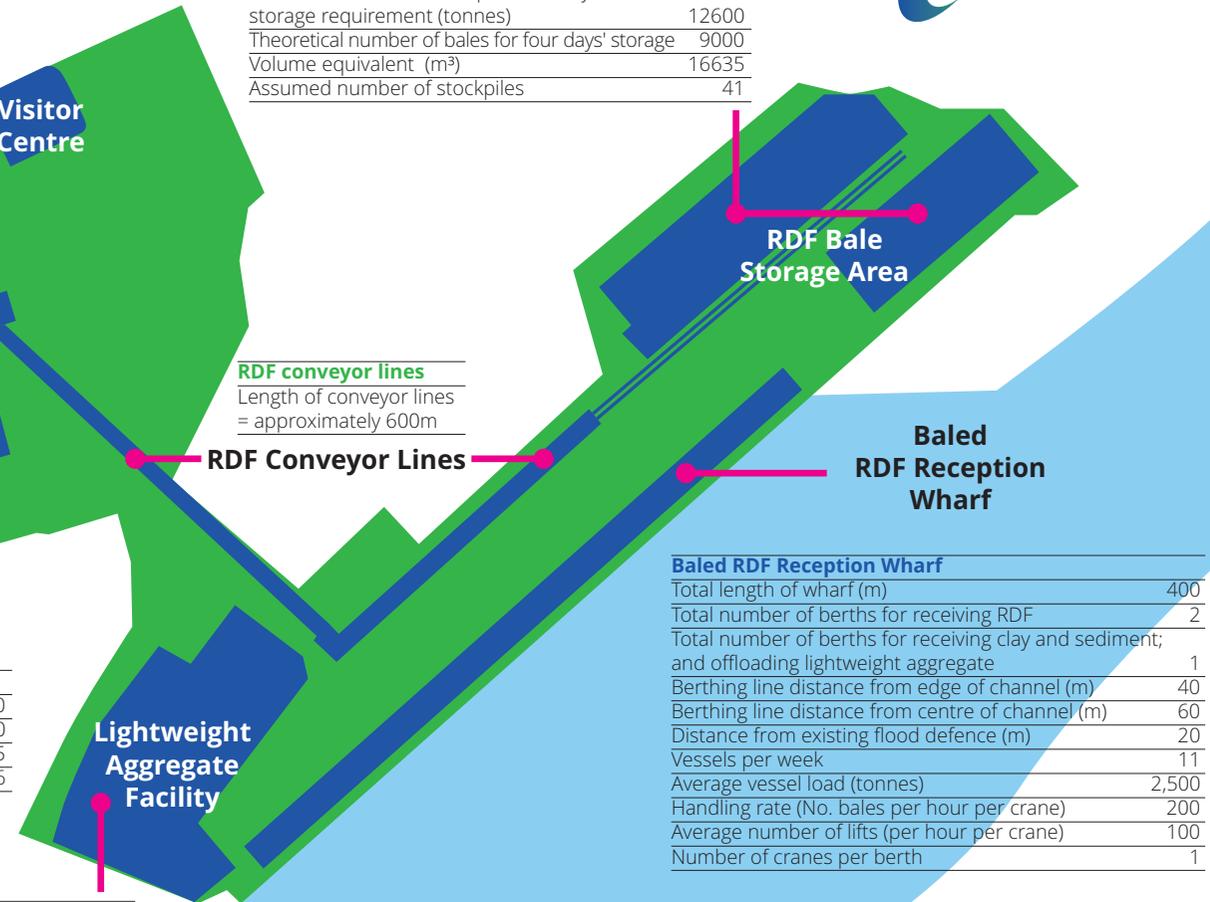


Gasification Unit	
No. of Units	3
Power generation (MW per unit/ hour)	34
Maximum building height (excluding stack) (m)	38
Approximate rate of feedstock per day	1,000 tonnes per line

Silos	
Height of Silos (m)	30
Capacity m ³	48000
Internal diameter (m)	25
Number of silos	6

RDF conveyor lines	
Length of conveyor lines	= approximately 600m

Lightweight Aggregate	
Height of LWA (m)	44



Baled RDF Reception Wharf	
Total length of wharf (m)	400
Total number of berths for receiving RDF	2
Total number of berths for receiving clay and sediment; and offloading lightweight aggregate	1
Berthing line distance from edge of channel (m)	40
Berthing line distance from centre of channel (m)	60
Distance from existing flood defence (m)	20
Vessels per week	11
Average vessel load (tonnes)	2,500
Handling rate (No. bales per hour per crane)	200
Average number of lifts (per hour per crane)	100
Number of cranes per berth	1

REPORT

Boston Alternative Energy Facility - Appendix 4.13

Appendix 4.13 Phase Two A0 zone of theoretical
visibility

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-3004.13
Status: Final/0.0
Date: 23 March 2021





Appendix 4.13 Phase Two A0 zone of theoretical visibility

This appendix contains a copy of the A0 poster displaying the zone of theoretical visibility.



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Zone of Theoretical Visibility

The Zone of Theoretical Visibility (ZTV) is a tool which can be used to identify areas where the development may theoretically be seen.

The plan below shows current viewpoints of the facilities from the locations identified.

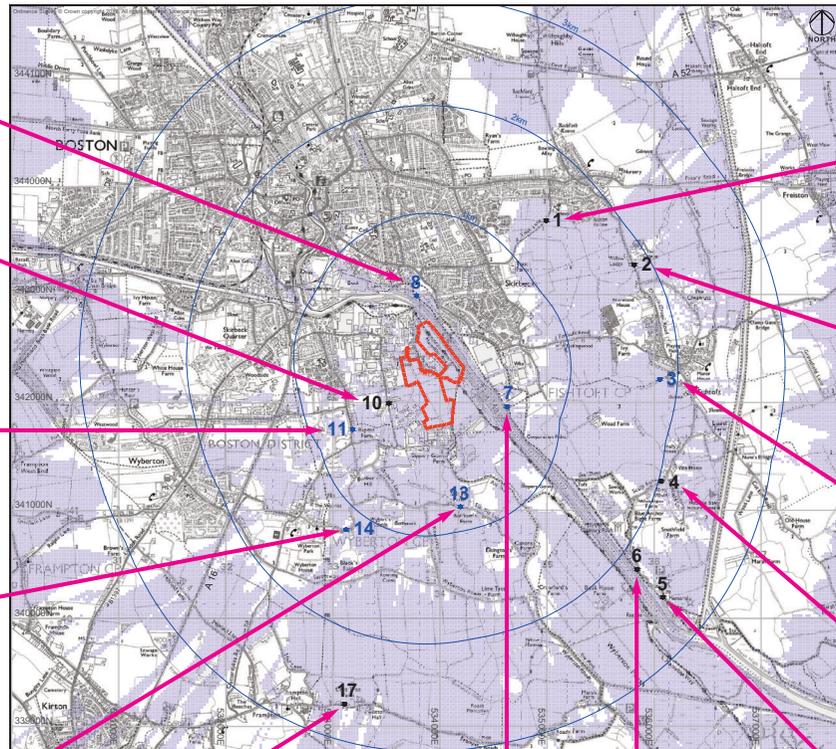
The areas in purple on the plan show where the top 5 cm (or more) of the facility could theoretically be 'visible' to a person who is 1.7 metres tall standing on the ground.

However, this view may be partially or wholly obscured by trees or other buildings. We can't replicate the complexity of those features so we have to make conservative judgements regarding the heights of those features.

Note that the height of the stacks for the Facility have yet to be calculated, so this ZTV represents the views of buildings only.

The location points identified in blue are the proposed photomontage locations. These will be available for the third phase of consultation.

Current view towards the site



View 8: Looking south from Footpath Boad 133 near St Nicholas's Church, Skirbeck Conservation Area and properties of The Featherworks / Skirbeck Gardens (E533779, N342990, 6mAO, 169°, 260m from site boundary)



View 10: Looking east from Marsh Lane near property Cromma and opposite property Coronation Villa (E535223, N341990, 3mAO, 84°, 230m from site boundary)



View 11: Looking east from near properties along Wyberton Low Road (also Sustans Road 1 / North Sea Cycle Route). (E533183, N341751, 3mAO, 69°, 650m from site boundary)



View 14: Looking north east from Church Lane at Wyberton Park near property Denemars (E533122, N340821, 3mAO, 34°, 1.2km from site boundary)



View 13: Looking north from St Botolph's Church at Wyberton Park near property St Botolph's Church (E534199, N341036, 1mAO, 347°, 780m from site boundary)



View 17: Looking north Frampton Roads at Frampton near properties Bassauno and Cotton Cottage (E533107, N339206, 3mAO, 17°, 2.7km from site boundary)



View 7: Looking north west from the junction of Footpaths Fish 132, Fish 135 and Fish 137 on the north bank of The Haven (E534628, N341961, 6mAO, 278°, 500m from site boundary)



View 1: Looking south west from Toad Lane near Hawthorn Tree Primary School (E534691, N343866, 3mAO, 210°, 1.8km from site boundary)



View 2: Looking south west from Church Green Road near Fisholt (E535814, N343277, 3mAO, 237°, 1.8km from site boundary)



View 3: Looking west from Footpath (Fish 21) at Fisholt (E536054, N342915, 3mAO, 264°, 1.8km from site boundary)



View 4: Looking north west from Scots Road, near property AppleSIDE (E536066, N341271, 3mAO, 290°, 2km from site boundary)



View 5: Looking north west from the Pilgrim Fathers Memorial to the north of The Haven (E536082, N340199, 6mAO, 317°, 2.8km from site boundary)



View 6: Looking north west from Footpath Fish 113/110 at junction with Footpath Fish 139 on the north bank of The Haven (E535841, N340453, 6mAO, 310°, 2.2km from site boundary)

Estell
LAFARRON

BOSTON 2 GASIFICATION ECO APPLICATION
LANDSCAPE & VISUAL ASSESSMENT



REPORT

Boston Alternative Energy Facility - Appendix 4.14

Appendix 4.14 Phase Two A3 site plan

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-3004.14
Status: Final/0.0
Date: 23 March 2021





Appendix 4.14 Phase Two A3 site plan

This appendix contains a copy of the site plan displayed at the 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
(B1)	WATER TREATMENT PLANT	100 M ² WASTEWATER TREATMENT PLANT
(B2)	2 LINES OF 150MM WWT	2 LINES OF 150MM WWT
(B3)	200 TONNE O ₂ TANK	200 TONNE O ₂ TANK
(B4)	PROCESSED WWT	PROCESSED WWT
(B5)	GASIFIER PLANT FEED CONVEYERS	478.75 M ² CLAY OF FUEL
(B6)	BIO FILTER	40 TONNE WWT PLANT ON ROOF (4000 M ²)
(B7)	WAKE UP WATER FACILITY	100 TONNE WWT PLANT
(B8)	GASIFIER PLANT 3 LINES	100 TONNE WWT PLANT
(B9)	GASIFIER PLANT STACK	1 OFF 42.7M HIGH WITH 3 FLOORS
(B10)	TURBINE GENERATOR HALL	100 TONNE WWT PLANT
(B11)	AIR COOLER CONDENSER	100 TONNE WWT PLANT
(B12)	ASCO PLANT - CARBON CAPTURE	100 TONNE WWT PLANT
(B13)	40 000 LITRE BUNKER DIESEL TANK	1 OFF 4000 LITRE BUNKER DIESEL TANK
(B14)	4.5 MW CHILLER	4 METRES SQUARE
(B15)	200 TONNE O ₂ TANK	3 OFF 10000 LITRE WWT
(B16)	TANKER FILLING CONTROL ROOM	

ELEVATION ON G-G

FIRE FIGHTING WATER TANKS TO COLLECT RAINWATER FROM BUILDING

SOLAR PANELS ON BUILDING ROOF

MAINS WATER

SITE EXIT

PEDESTRIAN ROUTES

OUTGOING WEIGHBRIDGE

ASH TRANSFER

SEA BANK

REPORT

Boston Alternative Energy Facility - Appendix 4.15

Appendix 4.15 Phase Two feedback form, freepost envelope and business card

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-3004.15
Status: Final/0.0
Date: 23 March 2021





Appendix 4.15 Phase Two feedback form, freepost envelope and business card

This appendix contains a copy of the feedback form, along with a freepost envelope and business card given at the Public Information Days.



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Boston Alternative Energy Facility

Phase Two Public Information Day

Feedback Form

The Public Information Days in February 2019 are part of the Phase Two 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 application submission, seeking planning consent for the Facility.

Phase Two consultation ends on **Monday 25 March 2019** and it is important that all feedback forms and comments are received on or before that date.

1. Which Public Information Day did you attend? (please select all that apply)

- Wyberton Parish Hall, 15 February 2019
- St Thomas' Church Hall, 16 February 2019
- Ridlington Centre, 20 February 2019
- Fishtoft Pavilion, 21 February 2019
- Frampton Church House Village Hall, 22 February 2019
- St Nicholas Community Centre, 23 February 2019

2. How did you hear about this Public Information Day? (please select all that apply)

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

3. Did you find the information presented today useful?

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

Phase Two feedback form

7. Do you have any comments about the layout of the facility?

- a) Wharf
- b) Bale storage
- c) Feedstock processing area
- d) Gasification facility
- e) Lightweight Aggregate Plant
- f) Grid connection/electrification

Additional comments:

8. Do you have any comments on the factors being assessed in the Environmental Impact Assessment?

- Yes No

Please explain the reasons behind your answer.

9. What mitigation measures do you consider to be important to manage any significant impacts during construction or operation of the proposed Facility?



Phase Two freepost envelope



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



Alternative Use Boston Projects Ltd's
Boston Alternative Energy Facility Phase Two
community consultation online feedback form
can be found at the link below.

Please note, Phase Two consultation
closes on 25 March 2019.

<https://www.surveymonkey.co.uk/r/bostonaefphase2>



If you would like further information about
Boston Alternative Energy Facility,
please visit: www.bostonaef.co.uk

Email: consultation@bostonaef.co.uk

Phone: 0800 0014 050

Freepost address:

Boston Alternative Energy Facility

RTLY-RLGH-GKSE

FREEPOST

25 Priestgate, Peterborough, PE1 1JL



REPORT

Boston Alternative Energy Facility - Appendix 4.16

Appendix 4.16 Phase Two 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-3004.16
Status: Final/0.0
Date: 23 March 2021





Appendix 4.16 Phase Two feedback summary

This appendix contains a summary of the feedback received during Phase Two consultation.



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REPORT

Phase Two Feedback Summary

Boston Alternative Energy Facility

Client: Alternative Use Boston Projects Limited

Reference: PB6934-ATH-ZZ-XX-RP-Z-1003

Status: Draft/P01.02

Date: 22 May 2019

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Document title: Phase Two Feedback Summary

Document short title:

Reference: PB6934-ATH-ZZ-XX-RP-Z-1003
Status: P01.02/Draft
Date: 22 May 2019
Project name: Boston Alternative Energy Facility
Project number: PB6934
Author(s): Abbie Garry

Drafted by: Bethan Griffiths

Checked by: Abbie Garry

Date / initials: 05/04/2019 AG

Approved by: Gary Bower

Date / initials: 18/04/2019 GJB

Classification

Project related



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8	Do you have any comments about the layout of the facility?	10
9	Do you have any comments on the factors being assessed in the Environmental Impact Assessment?	12
10	What mitigation measures do you consider to be important to manage any significant impacts during construction or operation of the proposed Facility?	13
11	Please use the space below to provide any additional comments about the Public Information Day or the proposed facility.	14
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1 Introduction

Six Public Information Days were hosted on behalf of Alternative Use Boston Projects Ltd (AUBP) in February 2019 to provide updates on the proposed Boston Alternative Energy Facility (the Facility). The objective was to provide an update on the development of the project. The project team also identified progress made on the baseline assessment and the early stages of impact assessment for various environmental topics, to be fed into the Preliminary Environmental Information Report (PEIR), which will be published shortly. Attendees were invited to provide their views on the scheme, including ideas for mitigation, both in person and via feedback forms.

The Public Information Days were held at the following locations:

Table 1 Locations, dates and times of Public Information Days

Venue	Date	Time
Wyberton Parish Hall London Road, Boston PE21 7EJ	15 February 2019	12pm – 4pm
St Thomas' Church Hall London Road, Boston PE21 7EJ	16 February 2019	12pm – 4pm
Ridlington Centre Sibsey Lane, Boston PE21 6HB	20 February 2019	3pm – 7pm
Fishtoft Pavilion Playing Fields, Church Green Road, Fishtoft, Boston, Lincolnshire PE21 0RS	21 February 2019	3pm – 7pm
Frampton Church House Village Hall 140 Middlegate Road, Frampton, Boston PE20 1AW	22 February 2019	3pm – 7pm
St Nicholas' Community Centre Fishtoft Road, Boston PE21 0AA	23 February 2019	1pm – 5pm

These Public Information Days form part of the Phase Two informal consultation of the Development Consent Order (DCO) pre-application process for the Facility.

All attendees were encouraged to share their feedback on the proposals. The feedback received will be considered in the Environmental Impact Assessment (EIA) by AUBP and the project team as the proposed Facility is developed. The team will subsequently take comments into account as the scheme is developed or will identify reasons why comments have not been accommodated. These responses will be published in a Consultation Report, which will be submitted with the DCO application..

The Phase Two Public Information Days were advertised via:

- a maildrop to every home and business in the Boston Borough Council area;
- adverts in the Boston Standard, Lincolnshire Free Press and Spalding Guardian newspapers;
- posters displayed locally and sent to parish councils and large employers close to the site to display; and
- articles published in the local media.

Most of the people who attended the Phase Two Public Information Days were supportive of the proposals. Where attendees raised concerns, these were typically involving noise, air quality and emissions, impact on the river and its users, and traffic. This was consistent with Phase One events.

2 Attendance

A total of 158 people attended the Phase Two Public Information Days. All attendees were invited to complete a feedback form. 54 feedback forms were received via post and three via 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	Date	Number of attendees	Number of attendees that responded
Wyberton Parish Hall London Road, Boston PE21 7EJ	15 February 2019	18	4
St Thomas' Church Hall London Road, Boston PE21 7EJ	16 February 2019	31	11
Ridlington Centre Sibsey Lane, Boston PE21 6HB	20 February 2019	15	5
Fishtoft Pavilion Playing Fields, Church Green Road, Fishtoft, Boston, Lincolnshire PE21 0RS	21 February 2019	37	10
Frampton Church House Village Hall 140 Middlegate Road, Frampton, Boston PE20 1AW	22 February 2019	31	10
St Nicholas' Community Centre Fishtoft Road, Boston PE21 0AA	23 February 2019	26	6

3 How people found out about the Public Information Days

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 **Figure 1**. Please note, some respondents selected more than one answer.

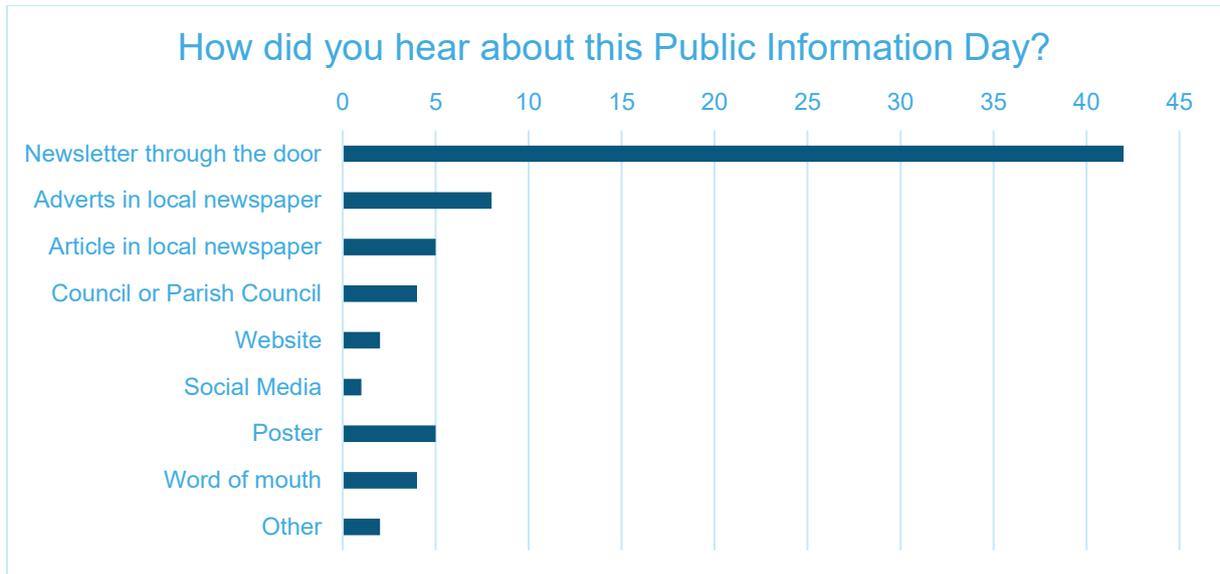


Figure 1 How people found out about the Public Information Days

4 Did you find the information presented today useful?

This question asked respondents whether the information available at the Public Information Days was useful to them and why. The majority (85%) felt that the information was useful. A breakdown of responses to this question can be seen in **Figure 2** below. The reasons why respondents found the information useful has been categorised in **Table 3**, and the reasons why respondents did not find it useful has been categorised in **Table 4**. Please note that some respondents stated that the information both was and wasn't useful.

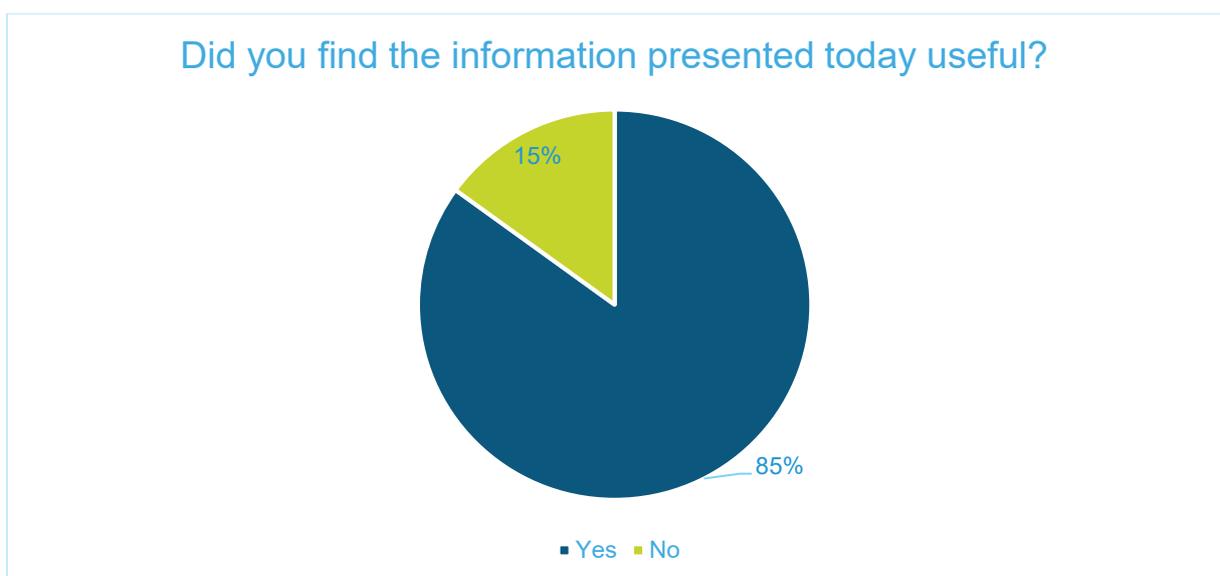


Figure 2 How useful were the Public Information Days

51 people stated that they found the information presented at the Public Information Days to be particularly useful. A breakdown of their feedback is summarised below in **Table 3**. Please note that some respondents' answers contained more than one reason.

Table 3 What information did respondents find useful from the Public Information Days

Theme	Count
Staff provided detailed explanations	11
Detailed site plans/ maps	9
Video footage found to be informative	8
Information regarding gasification process	7
Information regarding RDF bales	5
Information regarding environmental impact	4
Quantity of information available at events	3
Information regarding plant operations	3
Information about development as a whole	3
Improvements from Phase One consultation	2
Information regarding transport	2
Information about local impact	2

Nine people stated that they did not find the information presented at the Public Information Days useful. A breakdown of their feedback is summarised below in **Table 4**. Please note that some respondents' answers contained more than one reason.

Table 4 Feedback from respondents who did not find the Public Information Days useful

Theme	Count
Insufficient information provided regarding noise, odour and pollutants	4
Staff unable to answer questions in enough detail	2
No explanation as to why waste being used is not local	1
Maps provided insufficient level of detail	1
Information too similar to that provided at Phase One information days	1
Concerns regarding Macmillan Way footpath not resolved	1
Answers provided only to calm residents and not to provide additional information	1

5 Did you attend any of the Phase One Public Information Days in September?

The feedback form provided a section for respondents to state whether they attended any of the Phase One Public Information Days, and if so, which one. A breakdown of responses to this question can be seen in **Table 5** below. A breakdown of the Phase One Public Information Days attended by respondents who answered 'yes' to this question can be seen in **Figure 3** below. Nine respondents also responded that they were not aware of the Phase One consultation.

Table 5 Whether or not members of the public attended the Phase One Public Information Days

Did you attend any of the Phase One Public Information Days in September?	Number
Yes	20
No	36

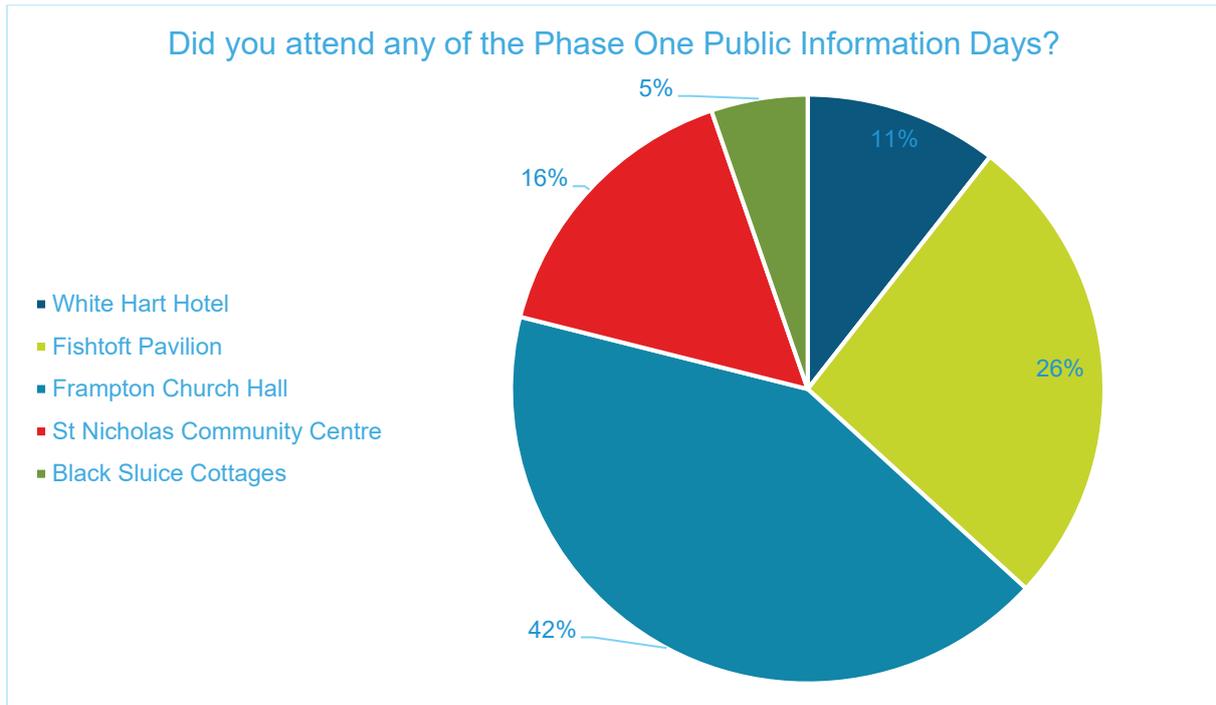


Figure 3 Phase One Public Information Days attended by respondents

6 What information would you like to see at the next round of consultation events?

This question asked respondents what information they would like to be made available at the next round of Public Information Days. The most requested information was regarding air pollution. Responses to this question have been categorised below in **Table 6**.

Table 6 Information requested at the next round of Public Information Days

Theme	Count
Air pollution	13
Noise pollution	9
Odour	5
Transport/ traffic	5
Impact on local crops	4
Impact on river	4
Outcome of PEIR	4
Project progress update	4
Comparison to similar facilities	3

Theme	Count
Construction details	3
Gasification process/ statistics	3
Light pollution/ visual impact	3
Site safety and operations	3
Impact on local area	2
Impact on nature and habitats	2
Information on public rights of way	2
Risk assessments	2
Shipping	2
Water pollution	2
Explanation of failure of similar plants	1
Financial benefits over other methods	1
Inclusion of RSPB Frampton Marsh on graphics	1
Information on navigation	1
Lifespan of facility	1
Local employment/ benefits	1
Opinion of fire service	1
Sea defences	1

7 Please tell us your views on generating power from household waste that cannot be recycled and its contribution to the UK's renewable energy targets.

This question asked respondents for views on generating power from household waste in general, however the majority of responses were related to the Boston project. The majority of the responses to this question were positive and in favour of generating power from household waste. A number of respondents stated that they were in favour with the condition that negative impacts could be mitigated against or prevented - for example air, noise or odour pollution. The responses to this question have been categorised below in **Table 7**.

Table 7 Respondents' views on generating power from household waste

Theme	Count
In favour (general)	20
In favour of reducing landfill	10
In favour of utilising waste for good	6
Plant should not be in Boston	5
Recycling should be encouraged instead	4
In favour as long as no emissions are created	4
In favour of reliable renewable power compared to wind or solar	3
Concerns over traffic in Boston	3
Concerns over pollution from Boston project	2
In favour of job creation	2
In favour of other renewable energy sources	2
Against use of subsidies for renewable energy	1
Waste used should be from Boston	1

Burning waste is not 'green'	1
Concerns over noise and smell from project	1
Concerns over safety of site	1

8 Do you have any comments about the layout of the facility?

This question gave an opportunity to comment on different features of the facility: the wharf; the bale storage; the feedstock processing facility; the gasification facility; the lightweight aggregate plant; the grid connection/ electrification and an area for additional comments. Some respondents chose to 'tick' each feature to indicate they had a comment which they then wrote in the additional comments area, and others chose to write their comments by the feature name.

A full breakdown of the responses to each feature and the number of comments left per feature are listed below in **Table 8**.

Table 8 Comments about the layout of the facility

Wharf	Number of comments: 15
Flood risk - high tides - not just a once in a hundred years anymore!	
Will the building of this be disruptive?	
How does this affect flood defence?	
Construction and maintenance of wharf and riverbank. Do not want backlog of queuing ships & other river traffic compromised.	
Too close to port/ tidal barrier/ Boston	
Turning of the boats in a narrow tidal river.	
Dredging rivers will help port of Boston.	
The whole scale of this facility causes me grave concerns.	
Footpath	
Did not see the layout at this venue	
Bale storage	Number of comments: 12
Potential fire risk - you may plan fire prevention but it will not rule it out	
Open, so climate risk, smell, dirt	
Too close to residential property (noise, smell etc.)	
Amount to be stored	
Use energy to produce cooled internal storage area.	
Should not be there, no wall, no real road.	
Concerned about the effect (smell etc) if bales are damaged whilst being moved on site	
Bales in plastic!	
Feedstock processing area	Number of comments: 7
What does this mean?	
Noise	
Too close to residential property (noise, smell etc.)	
Noisy and smelly	
Gasification facility	Number of comments: 11
Noise	
Too close to residential property (noise, smell etc.)	
The chimney heights not yet clear	
A huge blot on the landscape!	
Lightweight Aggregate Plant	Number of comments: 6
Concerns of dust leaks	
Noise	

How many tonnes per month?	
Will aggregate be available for local use/ purchase?	
Grid connection /electrification	Number of comments: 6
Should be a 'peak' for Boston individuals i.e. Christmas lighting.	
Noise	
Too close to tidal river (flooding - water and electricity don't mix)	
More details needed	

There are 28 additional comments from this question. These comments are listed below in **Table 9**.

Table 9 Additional comments about the facility

Additional Comments
Odour control is essential
From the information received it would appear that their facilities are being well planned and the process at all stages will be carefully controlled
Will high winds cause a problem? How high and how visible will facility be?
I think you guys are all doing a great job
New technology - recycling using RDF
Too narrow
I have concerns about possible waste getting into the river - event of damaged bales at point of unloading.
Seems to be well thought out, should benefit the local area in multiple ways.
As long as the minimum space is as stated and never under. General height could be lower to fit in with a flat landscape.
No comments
Very concerned about smell from broken RDF bales - before, during re-wrapping
Good video/ T.V. displays on what these areas will look like and how they work. I'm not qualified to comment on how they could be improved or on site safety.
These factors seem to have been covered by the 1st phase consultation. I'm not qualified to comment, but it seems some of the 'improvements' should have been built into the original scheme not forced by local concerns.
A site like this should be as far away from towns/ housing etc. as possible (noise, odour, contamination) - at North Sea camp area still access to river, and access road would not impact on the already over loaded town roads (no bypass yet!!)
No comments - looks very well planned
What would happen if the facility were flooded? - Flood 2013 only a few years ago. Can it be shut down? Pollution impact? After 25 years how easy is it for the site to be cleared?
Now the flood barrier is being built where will the vessels turn around if they don't use the dock? Will the river be regularly dredged if a new wharf is being built on the river itself? What about other vessels using the river+ fishing boards?
No because I am not a technical person.
No because I have no technical knowledge I would rather it be at the mouth of The Wash
This proposed site is opposite a country park and an established community. In your own words, it is likely to have significant effects on the environment by its nature, size and location - it should not be built.
The size of this facility is too big for a small market town like Boston.
When I questioned your spokesperson as to whether or not the vast roof of this plant would host photo voltaic panels I was told 'yes', but I saw no evidence of this in plans. It would appear that the road to this facility serves an industrial estate plus two or more retail motor dealerships. Therefore, this must be kept open and unobstructed at all times.
All of the above should not be sited anywhere near a heavily populated area
None of this was on display on this occasion
It seems to be a very large area judging by the amount of area given above, considering Boston is a very small market town and this site will be overpowering.
All good

I am not impressed that the river bank will be cut away as there is a lot of wildlife in that particular area. The plant could be connected to the railway system for transportation of waste, the train line is already close by, leaving the river and river bank alone.

I feel that access to the site needs more consideration, i.e. vehicle movement while building the site, and thereafter. Also, prevailing winds would blow directly into housing areas.

9 Do you have any comments on the factors being assessed in the Environmental Impact Assessment?

Thirteen respondents had comments on the factors being assessed in the PEIR, whilst 22 respondents did not. The question asked anyone who wished to comment to explain the reasons behind their answers. Respondents' explanations are listed below in **Table 10**.

Table 10 Respondents' comments on factors being assessed in the PEIR

Very satisfied with the explanation given about the control of factors which could affect the environment.
The visual impact should be assessed based on the view of a person who is around 1.9 metres tall not 1.7 metres tall. Most men are over 1.7 metres tall and you should work on a worst-case scenario
Everyone has been really helpful today
Still awaiting information on this - not able to comment
As long as the plant is properly monitored for pollution, I have no objection
Everything seems to be considered
All areas need to be assessed for impact i.e. Light pollution, noise, smell, short term building disruption, safety of plant, visual impact on surroundings.
Road transport links in town are poor so please consider using wharf for other materials not just RDF.
Not sure I know enough about who is responsible for setting acceptable levels of environmental impact or how impartial that body may be. Also, I'm not sure we're looking at all of the factors involved here because this is the first facility of its kind and we're unlikely to see the true and full impact of the site until it's been up and running for a few years.
We would trust that all relevant precautions are taken.
Don't know enough to comment but would seek to know: What environmental bodies have been asked to contribute their views on the impact on Boston residents? Will their views be made public (& at what stage) so that the public can know details of their professional input before it's too late? Not government bodies who will of course produce evidence to support the scheme. But campaign groups for the health of the environment (like Green Peace etc.).
Seems to address most of concerns but we all know how figures can be manipulated particularly when vast profit is at stake -local councils can be "bought" as can government bodies.
Presume you're taking Boston Horsetail into account with the Wharf development as the population of this rare plant must be nearby.
Information given at consultation was sufficient.
Air pollution - a gas flue from the gasification process take-up gas into the atmosphere. Smell - smell from the bale storage, the process etc. Noise - a huge impact in every way. Light - not only on people but we have The Wash and RSPB reserves, migrating birds, seals, fish here. Visual - The plant will be 30m high and noise and light too.
Don't exactly know what they are!
It needs to take into account the adjacent biomass plant which was to use waste wood but now this has been extended to include refuse derived fuel. So in effect we will now have 2 plants running.
Health and safety - safety will be drastically reduced.
Please publish the base measurements of air quality and publicly publish on-going measurements when operating the site.
If the biomass plant is now going to take RDF why do we need another facility

This plant will have terrible effects on the surrounding area. How will it affect the bird and wildlife in the Wash, The Haven and RSPB Frampton Marsh? How on earth can you minimise/ mitigate against noise and light pollution.
The noise during construction and once it's running will be heard for miles around. The area is very flat and noise travels. Also smells, air pollution and light pollution.
I don't know anything about the detail of this assessment, but I'm concerned about impacts on any local wildlife, because every time a piece of otherwise unused land is built on, it reduces habitat for critters and birds etc. which would otherwise be undisturbed.
CO2 is the least of our worries we need to know what toxic substances could escape from this site, whether into the air or the river. Would it be possible to ensure there are zero emissions?
How can it be environmentally friendly when rubbish must be transported across Scotland and Essex to a port then travel by ship to Boston to be treated, when Scotland has rivers and available land all around and Essex also. You will take away a public coastal path which is used regularly and expect people to walk through a busy industrial estate.
Boston is a fishing and leisure port and the size of the ships bringing the waste will impact on the livelihood of the fishermen and people wishing to take their boats out into the wash.
Seems to be well covered in your plans
Everything is in theory and is seen through rose-tinted glasses. Therefore, efforts and mitigation measures should be over egged.
Regarding road traffic during the construction period: There is a railway line that runs eastwards over the river Witham/ Haven through to Boston Dock which normally carries steel. Would it not be a good alternative to use this rail link to carry construction materials rather than on our local very congested and slow road system? There are sidings on the west side of the river where construction loads might be transferred from rail to road.
The wildlife living on the bankside are an asset to the cleanliness of the river. The eco system of the river has to be considered, there are two wildlife /nature areas close by, Frampton and Freiston both could be affected by pollution.
Wildlife is well observed in this and the greater area, i.e. the designated areas at Freiston and Frampton, as well as the river bank in general.

10 What mitigation measures do you consider to be important to manage any significant impacts during construction or operation of the proposed Facility?

The most common mitigation measures mentioned by respondents were measures to limit noise, road traffic, odour and working hours. The types of measure mentioned by respondents are summarised below in **Table 11**.

Table 11 Mitigation measures mentioned by respondents

Theme	Count
Measures to limit noise	14
Measures to limit road traffic/ congestion	14
Measures to limit odour	7
Limit of working hours	7
Measures to limit air pollution	6
Measures to limit light pollution	4
Build further from Boston town	3
Measures to limit impact on nature and nature reserve	3
Measures to limit shipping traffic/ congestion	2
Engagement with community	1
Measures to limit water pollution	1

Screening to limit visual impact	1
Creation of local employment	1
Considerate and safe construction	1

11 Please use the space below to provide any additional comments about the Public Information Day or the proposed facility.

This question asked respondents for general feedback about the facility or the Public Information Days themselves. The feedback can be categorised as positive, negative, and questions or suggestions. The positive responses can be seen in **Table 12**, the negative responses in **Table 13** and any questions or suggestions can be seen in **Table 14**.

Table 12 Positive feedback received

Theme	Count
Informative staff	9
Useful information days	4
Informative materials	3
Use of river to transport	1
Reduction of landfill	1
Renewable energy reduces climate change	1
Improves reputation of Boston	1

Table 13 Negative feedback received

Theme	Count
Too close to Boston	3
No benefit to Boston	3
PEIR should have been made available	2
Increased flood risk	1
Staff at Public Information Days not informative enough	1
Plant will create noise pollution	1
Insufficient mitigation measures	1
Consultation feedback will be ignored	1
River Haven difficult to access	1
Concerns around toxins and health effects	1
Public right of way issues not covered at Information Days	1
More research into gasification needed	1
Public Information Day did not answer concerns	1
Increased traffic to Boston	1

Table 14 Questions or suggestions received

Theme	Count
Delivery of newsletters needs monitoring as issues have arisen	2
Keep website up to date	2
Update public via social media and internet	1
Could industrial waste be used?	1
Apprenticeships should be made available	1

All information from all phases should be collated in one location	1
Boston's waste should be included	1
What benefits will Boston receive?	1
Supplier suggestion	1
Consider using rail links to reduce traffic	1

12 Conclusion

Over 150 people attended the Phase Two Public Information Days. The feedback received from this phase of consultation was mostly positive and supportive of the proposals.

Respondents found the Public Information Days and the information presented at them useful. The staff in particular were praised as being well informed and able to answer questions concisely.

Respondents were positive about the generation of power from household waste and its contribution to the UK 's renewable energy targets. The main areas for which people felt mitigation must be considered were noise, light, air and water pollution, visual impact, and plant safety and operating hours.

REPORT

Boston Alternative Energy Facility - Appendix 4.17

Appendix 4.17 Phase Two 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-3004.17
Status: Final/0.0
Date: 23 March 2021





Appendix 4.17 Phase Two consultation responses and the Applicant's response

This appendix contains a summary of the issues raised by the local community and local political representatives during Phase Two and the Applicant's response.



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Phase Two Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
Project Need	<p style="text-align: center;">Need for the Facility</p> <ul style="list-style-type: none"> • There will be an overcapacity in UK waste processing. • Clean choices of energy exist locally and fulfill renewable capacity commitments. • Can't see how using rubbish to generate power will help contribute to the UK renewable energy targets. 	Local community member.	3	<p>Chapter 2 Project Need of the Environmental Statement (ES) (document reference 6.2.2) describes the 'need' that exists for new power generating infrastructure. The proposed Facility will have a generating capacity of 102 MWe (gross), 80 MWe (net) and is aimed at supplying power at a UK level. National Policy Statements (NPS) EN-1 and EN3 establish an urgent and substantial need for new energy generation infrastructure (and EN-3 specifically included energy from waste (EfW) facilities), with the desire for it to be renewable or low carbon, to achieve climate change targets established and made legally-binding under the Climate Change Act 2008.</p> <p>The Fuel Availability and Waste Hierarchy Assessment (document reference 5.8) identifies that the Facility is set to serve the UK's residual waste stream. This is to help manage approximately 2.9 million tonnes of waste derived fuel which is exported from England alone, to northern continental Europe for energy recovery by incineration. Therefore, in line with the proximity principle, the proposed Facility seeks to move the recovery of energy to closer to the point of production and ensure that England is more self-sufficient in managing its own waste. Requirement 18 of the Development Consent Order (DCO) (document reference 2.1) will require a waste hierarchy scheme to set out arrangements for maintenance of the waste hierarchy in priority order and which aims to</p>
	<p style="text-align: center;">Need for Facility with Boston Biomass No. 3</p> <ul style="list-style-type: none"> • There is already a biomass plant taking Refuse Derived Fuel (RDF) so why do we need another one. 	Local community member.	1	

Phase Two Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				<p>minimise recyclable and reusable waste received at the authorised development during the commissioning and operational period of the authorised development</p> <p>The Boston Biomass UK No. 3 Ltd is designed to use shredded waste wood as a feedstock (although we understand that the environmental permit was recently amended to accept RDF as well) and has a generating capacity of approximately 11.7 megawatt electrical (MWe) (gross).</p>
Site Selection and Assessment of Alternatives	<p style="text-align: center;">Site location</p> <ul style="list-style-type: none"> • Too close to Boston. • Close to nature reserves. • Wharf too close to Port. • This is the least accessible river in the UK, narrow and with highest tide. • Site is opposite a country park and established community. • Should not be placed in a residential area or near agricultural crops/livestock/waterways that may become contaminated. • Further along the river. • Would rather it was located at the mouth of the Wash. • If treating waste from Scotland should erect Facility there where there is better access to accommodate traffic. • Sited away from people/towns, further along The Haven to relieve pressure on the Port. 	Local community members.	19	<p>Chapter 4 Site Selection and Alternatives of the 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 RDF and export of materials other than by road which is a desired outcome relating to Government National Policy Statements for Energy.

Phase Two Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				<ul style="list-style-type: none"> 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 Code of Construction Practice (CoCP) describes mitigation measures that will be implemented to reduce risk of contamination during construction. This will be secured by requirement 10 in the DCO (document reference 2.1) and an outline CoCP (document reference 7.1) is submitted with the DCO. In Operation, the Facility will be required to comply with the environmental permit, which will include conditions to prevent pollution. The site is located within an existing urban/industrialised environment, with an adjacent gasification plant, Boston Biomass UK No. 3 Ltd.
	<p>Size of the Facility</p> <ul style="list-style-type: none"> Site too large for small town like Boston. Huge scale and position of site will have detrimental effect on the community. 	Local community members.	6	<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.</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) and an Outline Landscape and Ecological</p>

Phase Two Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				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. The Design and Access Statement (document reference 5.3) describes how the design has evolved to respond to its surroundings.
Environmental Impact Assessment (EIA) Methodology	<p style="text-align: center;">Assessment Methodology</p> <ul style="list-style-type: none"> • Which body is responsible for setting acceptable levels of environmental impact? Are they impartial? • What mitigation measures have been used at other similar facilities developed – can Alternative Use Projects not just follow their lead? • Concerned about the environmental impact and potential of trading one disaster for another. 	Local community members.	4	<p>The approach to carrying out the environmental impact assessment is provided in Chapter 6 Approach to Environmental Impact Assessment (EIA) of the ES (document reference 6.2.6). This methodology is based on the requirements set out in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, the “EIA Regulations”. The methodology applied is similar to approaches carried out on other similar facilities and other types of DCO. However, the EIA assessment process has been bespoke to the unique features of the Facility according to its location. During the examination, the Examining Authority will explore the environmental impacts and whether they are acceptable and this will inform the Recommendation sent to the Secretary of State (SoS), but ultimately this will be decided by the SoS.</p> <p>All topic chapter assessments use the most up to date and relevant guidelines for the EIA and each is bespoke to the particular topic. The methods used for assessment are described in each topic chapter.</p>

Phase Two Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				Mitigation measures are agreed based on the impact significance that have been identified on particular receptors. They have been agreed with the relevant authorities, where necessary. These measures will be in place to reduce significant environmental impacts to acceptable levels, or to enhance the environment.
Project Description	<p>RDF source</p> <ul style="list-style-type: none"> • Not environmentally friendly to transport waste from Scotland and Essex. • Waste must be sourced primarily from Boston area. • Concerned waste will be imported from abroad for use in the Facility. • Waste being moved around by road or ship causes more traffic when it could be processed closer to home. • Concerns over sourcing waste feedstock as plant is in a remote location. 	Local community members; ENDS Waste&Bioenergy.	9	<p>The Facility requires approximately 1,200,000 tonnes of RDF per year. All of the RDF that is transported to the Facility will come from UK sources, and the supply is driven by the UK waste sector. No RDF will be imported from abroad.</p> <p>The potential acceptance of local waste has been discussed with the relevant local authorities. There is a willingness on behalf of both the Applicant and the Waste Disposal Authority (Lincolnshire County Council) and the relevant local authorities to consider this when the waste becomes available. This waste is currently subject to Lincolnshire County Council procurement arrangements and any change would be subject to a new contract in accordance with the County's procurement rules. (Hence the acceptance of local waste material does not form part of the Development Consent Order (DCO) application).</p> <p>Approximately 2.9 million tonnes of waste derived fuel are exported from England alone, to northern continental Europe and Scandinavia for energy recovery by incineration. Therefore, in line with the proximity principle, the proposed Facility seeks to</p>

Phase Two Consultation				
Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
				move the recovery of energy to closer to the point of production and ensure that England is more self-sufficient in managing its own waste.
	<p>Energy from Waste</p> <ul style="list-style-type: none"> Generating power from household waste is a good idea. We require more renewable energy generation which doesn't rely on weather/seasons. Power generation preferable to sending to landfill. 	Local community members.	36	The Applicant has noted these responses.
	<p>Other schemes</p> <ul style="list-style-type: none"> No information about other schemes at Public Informtion Days (PIDs). 	Local community member	1	There was not information published at the Public Information Days about other gasification schemes; however, this was discussed with members of the public during the events. It was made clear at the time that this Facility was largely unique because of the size of the plant and the quantity of material it was proposing to receive. Subsequent to this event, there has been a change in technology from gasification to EfW. The supplier, Standardkessel Baumgarte, of the EfW technology has a list of reference plants, including in the UK, this is detailed on their website: https://www.standardkessel-baumgarte.com/en/downloads.html?cats=2 (see the link of "Residues Boiler Plants Solid Fuels").
Consultation	<p>Request for information</p> <ul style="list-style-type: none"> Can industrial wastes be used as the RDF material? 	Local community members; Lincolnshire Wildlife Trust.	33	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.

Phase Two Consultation

Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> • Will building of wharf be disruptive? • Effects on nature areas which will be lost to the development. • Information on Government involvement. • Evolution of sea defences as gasification plant develops. • More detailed information on 'small percentage' of emissions which escape into the atmosphere. • Number of heavy goods vehicles using roads. • How many tonnes of lightweight aggregate will be produced each month? • What value of cost savings against using other methods for councils/public? • How much waste will be stored at the Facility? • Where will the vessels turn if they don't use the dock? • Will the river be dredged regularly after the new wharf is built? • Information did not cover how members of the public can walk past the wharf. • Statistics to support that gasification actually works. Concern that previous plants have not worked. • When/where is the Preliminary Environmental Information Report (PEIR) going to be available? • Where will the Facility be built? • What is the budget to construct the Facility and how long is the payback time? How much does the financial model rely on feed in payments and how confident are you these will not change negatively? 			

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Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> If this scheme is so useful why have none been heard of before. Will the Facility incinerate hazardous waste? Facts and figures requested by Year 13 student studying A Levels. Where is the National Grid connection, at what voltage and are you building a substation? Does it reduce methane emissions from landfill? 			
	<p>Concern over lack of communication</p> <ul style="list-style-type: none"> Did not receive a letter informing me of PIDs even though I live across the river from the site. Didn't receive maildrop at Phase One or Phase Two. No communication from Frampton Parish Council. Should have been a mailshot to all local residents with information about the public consultation. No update regarding when the PEIR will be available despite the newsletter stating it would be. Expected subscribed consultees to be contacted and informed when Phase Two feedback summary was published on website. Why has so little been done to advertise the project/Public Information Days on a consistent basis? Maildrops not received locally. Concern that the maildrop was delivered in an inappropriate way and left hanging out letterbox. 	Local community members; Boston Borough Ward Councillor.	23	<p>Where consultees reported not receiving the maildrop, the Applicant sought their addresses and contacted the delivery agent, Royal Mail, to request an investigation into this. Royal Mail set up a mail monitor for future phases of consultation to ensure delivery to these addresses.</p> <p>Feedback received during Phase Two consultation led the project team to make a change to the consultation approach. As a subscribed consultee had requested more frequent updates, an email was sent to all subscribed stakeholders at Phase Three and Phase Four to inform them that the Feedback Summary from that phase of consultation had been published on the project website. Subscribed consultees were emailed again ahead of Phase Three with details of this consultation phase. Additionally, following feedback received at Phase One and Phase Two consultation the following changes were made:</p> <ul style="list-style-type: none"> The consultation zone was increased to the Boston Borough Council area and a newsletter was sent in a branded envelope.

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	<ul style="list-style-type: none"> Not aware of Phase One consultation. 			<ul style="list-style-type: none"> The additional Public Information Day (PID) venue was added in Wyberton ward for Phase Two consultation was also used during Phase Three consultation (which formed the statutory consultation). Details of Phase Three and Four consultations were shared via the project's Twitter page. An increased circulation of posters promoting the PIDs, including local schools and additional local businesses. Copies of the posters were sent to local parish councils and they were asked to display these. The posters were translated at Phase Three (statutory phase of consultation) from English to Latvian, Lithuanian, Portuguese, Russian and Polish and sent to local businesses to target hard-to-reach groups.
	<p>Concern over Public Information Day locations and accessibility</p> <ul style="list-style-type: none"> Should be a consultation at Wyberton which is most affected. 	Local community members.	2	Wyberton Parish Hall was added as a PID venue at Phase Two consultation and this was used for all subsequent rounds of PIDs.
	<p>Concern over lack of staff at Public Information Days</p> <ul style="list-style-type: none"> Not enough staff who can give detailed information. 	Local community members.	2	Staff levels including technical specialists were increased at the Phase Two PIDs following feedback at Phase One and increased further at the Phase Three PIDs to enable discussion around the publication of the PEIR.
	<p>Helpful visualisations/media</p> <ul style="list-style-type: none"> Videos provided clear explanation of the processes. Videos very informative. 	Local community members.	19	The Applicant has noted this response.

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	<ul style="list-style-type: none"> Useful maps. Detailed site plan. 			
	<p>Concern over not taking into account comments or views</p> <ul style="list-style-type: none"> Decision is already made so public's opinion not taken into account. Comments made at Phase One events not reported in feedback summary. 	Local community members.	4	<p>The Facility is currently in the pre-application phase. The application for consent (the DCO) will be made in Quarter 4 2020 and will then be subject to rigorous examination by the Planning Inspectorate (PINS) on behalf of the SoS over a period of six months, following which a further six months is allowed for PINS and the SoS to decide whether the DCO should be granted.</p> <p>All information taken from feedback forms has been considered by the Applicant. The scheme design has evolved over the process of pre-application consultation taking into account views. Feedback summary reports were produced after each phase of consultation based on the feedback received and are shown in Appendices 3.15 (Phase One), 4.16 (Phase Two), 5.24 (Phase Three) and 6.17 (Phase Four).</p> <p>At Phase Two consultation the exhibition boards also contained information on how the scheme had changed in response to feedback received in Phase One. This is shown in Appendix 4.11.</p>
	<p>Lack of information</p> <ul style="list-style-type: none"> Information concerning the impact of similar facilities built elsewhere for comparison. Little information online or via website. PEIR not available. 	Local community members.	13	Phase Two PIDs were to inform the public of how the proposals had progressed since Phase One consultation. Initially, Phase Two consultation was proposed to be based on publication of the PEIR. However, the completed PEIR was not available for the dates that were fixed for the proposed PIDs for

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	<ul style="list-style-type: none"> No more information available on noise, odour or pollutants than at Phase One. Learned nothing new since Phase One. Unanswered questions. 			Phase Two. Consequently, rather than cancelling these events, this second phase provided an update on the Project and the initial findings of the PEIR. The project team identified progress made on the baseline assessment and the early stages of impact assessment for various environmental topics, to be fed into the PEIR. The PEIR was available for the Phase Three consultation.
	<p style="text-align: center;">Maps</p> <ul style="list-style-type: none"> Maps vague with landmarks not identified. 	Local community member.	1	As a Site Location Plan was shown at the Phase One PIDs it was not repeated on the Phase Two exhibition boards. However, in direct reponse to this feedback the site location plan was shown at the Phase Three PIDs with landmarks identified such as the Port of Boston, Boston Town Centre and Skirbeck.
	<p style="text-align: center;">Useful and informative Public Information Days</p> <ul style="list-style-type: none"> Very informative display. Useful to see information coming together for public's safety. Good amount of information on display. All aspects covered. Concerns expressed at previous Phase have been acted upon. Good to have more detail about the proposed development. 	Local community members.	22	The Applicant has noted this response.
	<p style="text-align: center;">Helpful staff at events</p> <ul style="list-style-type: none"> Staff very knowledgeable and helpful. Questions were answered. Exceptionally good presentation. 	Local community members.	17	The Applicant has noted this response.

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Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<p>Publicity of the Public Information Days</p> <ul style="list-style-type: none"> • Would be good to see local media involvement, so that local people can see the impact on the area i.e. jobs, trade, landfill reduction • Update website regularly regarding delays and changes in plans. • Monitor use of Royal Mail for leaflet delivery as many residents have not received them. 	Local community members.	3	<p>A media release was supplied to various media outlets on 11 February 2019 providing an overview of the Facility, a summary of feedback received in Phase One and the Applicant's intent to begin Phase Two statutory community consultation. The media coverage following this media release is shown in Appendix 4.5.</p> <p>The project website was kept up to date with any project changes and information from the PID events.</p> <p>Following reports of non-delivery in Phase One to a small number of households, a mail monitor was set up by Royal Mail to monitor the delivery of items during the delivery period. Royal Mail were notified of the addresses of consultees who had not received the previous mailout at Phase Two and took action to ensure delivery at Phases Three and Four. Copies of the maildrop were taken to the PID events and shown to residents who reported non-delivery so we could show them the design of the envelope to look out for in the post.</p>
	<p>Public Enquiry</p> <ul style="list-style-type: none"> • Should be a public enquiry as the Facility is so big. 	Local community members.	2	<p>The Facility constitutes a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As the Facility is a NSIP, the Applicant is required to make an application for a DCO to PINS, which will be decided by the SoS. This process includes an Examination which will involve a number of hearings relating to specific issues and the draft DCO. The public will be notified of hearing dates and</p>

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				able to attend if they wish. Further details will follow should the application be accepted by PINS.
	<p style="text-align: center;">Consultation queries</p> <ul style="list-style-type: none"> • What non-government environmental bodies have been asked to contribute their views on the impact on Boston residents, for example Greenpeace? • Are you meeting with Wyberton Parish Council? 	Local community members.	2	The list of section 42 Consultees has been provided in Appendix 5.1. Wyberton Parish Council are included as a section 42 stakeholder and have been consulted. Additional environmental bodies have been consulted where relevant, for example RSPB and Lincolnshire Wildlife Trust.
Landscape and Visual Impact	<p style="text-align: center;">Visual impact</p> <ul style="list-style-type: none"> • Visual impact should be assessed based on the view of a person 1.9m tall not 1.7m tall. • Height of Facility should be lower. • View of the stump from Havenside Nature Reserve. • A blot on the landscape. 	Local community members.	5	<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>The Zone of Theoretical Visibility was based on an eye level of 1.7 m and this follows recommended guidelines. The site assessment was undertaken by a qualified landscape architect using publicly accessible viewpoints that were agreed with the relevant local authorities following the appropriate guidance for conducting the assessment. These include views from Havenside Nature Reserve.</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>

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	<p style="text-align: center;">Light pollution</p> <ul style="list-style-type: none"> • Light pollution from safety lighting. • Impact of light pollution on humans, the Wash and RSPB reserves as well as wildlife. • Light pollution at night. • Light pollution from Boston One plant causing disturbance. • Mass of non-directional lighting will affect the surrounding countryside. • Impact of light pollution on local residents. 	<p style="text-align: center;">Local community members.</p>	<p style="text-align: center;">9</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. This will be included in the CoCP which is secured by requirement 10 of the DCO (document reference 2.1). An outline CoCP is submitted with the application (document reference 7.1)</p> <p>Operational Lighting would be installed to comply with the relevant regulations, standards and guidance documents (as described in the Outline Lighting Strategy (document reference 7.5) and secured in requirement 15).</p> <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 style="text-align: center;">Visual impact mitigation suggestions</p> <ul style="list-style-type: none"> • Tree planting to soften the visual impact. • Light pollution mitigation. 	<p style="text-align: center;">Local community members.</p>	<p style="text-align: center;">3</p>	<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>

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				<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; this will be included in the CoCP which is secured by requirement 10 of the DCO (document reference 2.1). An outline CoCP is submitted with the application (document reference 7.1)</p> <p>An Outline Lighting Strategy (document reference 7.5) has been prepared with this application which will set out mitigation measures to be reflected in the final lighting strategy produced at the detailed design stage.</p>
Noise and Vibration	<p>Noise impacts</p> <ul style="list-style-type: none"> • Pile-driving labour noise. • Noise from plant. • Noise from feedstock processing. • Noise from gasification facility. • Noise from lightweight aggregate plant. • Low frequency noise. • No activity at night. • Concern over working hours. • Noise during construction and operation due to flat landscape. • Noise from ships travelling up and down river. 	Local community members.	27	<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 is provided within this application document reference 7.1) in line with the requirements detailed in BS 5228:2009+A1:2014.</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</p>

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	<ul style="list-style-type: none"> Distress caused by low frequency noise and cumulative impact of this. Cumulative impact with Port loading/unloading for residents in local area. Noise pollution from traffic. 			<p>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 Best Available Techniques (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 will be incorporated to mitigate noise pollution, as outlined in Chapter 10 of the ES.</p>
	<p style="text-align: center;">Vibration impacts</p> <ul style="list-style-type: none"> Plant vibration impact. Distress caused by low frequency vibration and cumulative impact of this. 	Local community members.	2	<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 vibration has been assessed and concluded as not significant. Construction noise and vibration will be managed in accordance with a CoCP in line with requirements detailed in BS 5228:2009+A1:2014 to minimise noise and vibration impacts.</p> <p>Operation of the Facility is not expected to produce significant vibrational impacts due to embedded engineering design to minimise vibrational effects on the plant at source, thus minimising transmission of vibration to the surrounding structures and environment. An example is the incorporation of a</p>

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				concrete slab for mounting of plant in the Turbine Hall to provide sufficient isolation. Further details of embedded mitigation is included in Chapter 10 Noise and Vibration of the ES (document reference 6.2.10).
	<p style="text-align: center;">Noise mitigation suggestions</p> <ul style="list-style-type: none"> • Noise mitigation. • Contain noise internally. • Manage working hours to reduce noise impacts. 	Local community member.	8	<p>Chapter 10 Noise and Vibration of the ES (document reference 6.2.10) assesses potential noise and vibration impacts associated with the Facility. Chapter 10 also describes the mitigation measures that will be implemented in order to reduce noise impacts such as Best Practice Measures, noise attenuation from engineering, enhanced cladding and enclosure design and procurement of quieter design plant.</p> <p>Construction noise will be minimised by implementation of a CoCP (an Outline CoCP is provided within this application) in line with the requirements detailed in BS 5228:2009+A1:2014.</p> <p>The Application Site will operate and be managed by adhering to DCO requirements at the site. Applying the principles of Best Available Techniques (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.</p> <p>Construction activities would take place six days a week (Monday to Saturday) between 8am and 8pm</p>

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				(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.
Terrestrial Ecology	<p style="text-align: center;">Terrestrial ecology impacts</p> <ul style="list-style-type: none"> • Inadequate mitigation measures. • Concern on impact on rare Boston Horsetail plants. • How will mud removed from river relocated onto land affect the local environment? • Concern over significant effects from the Facility on the environment. • Concerns over reduced habitat for wildlife. • Concern over river bank removal. • Wildlife on bankside are an asset to the cleanliness of the river. • Two wildlife areas (Frampton and Freiston) close by. • Construction and operational phases may have an impact on the Local Wildlife Site (LWS). • Biodiversity Net Gain should be included in the project. 	Local community members; Wildlife Trust.	15	<p>Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) assessed the impacts of the Facility on habitats and protected species, including rare plants and includes mitigation measures that will be implemented to reduce these impacts.</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. An assessment of likely significant effects on the Wash is provided in the Habitats Regulations 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</p>

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				loss. The details of this will be finalised in agreement with relevant stakeholders post DCO submission.
Surface Water, Flood Risk and Drainage Strategy	<p style="text-align: center;">Flooding</p> <ul style="list-style-type: none"> • Floods are more frequent now than ever. • Concern over Facility flooding and how this can be managed if it happens. • Concern over pollution from Facility if flooding occurs. 	Local community members.	4	<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 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</p>

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				breach flood depths. These will be included as part of the environmental permit application which will be submitted after the DCO and will require further consultation with the Environment Agency.
	<p style="text-align: center;">Water quality</p> <ul style="list-style-type: none"> • Damage to RDF bales could cause waste to enter the river. 	Local community member.	1	<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 includes mitigation measures that will be implemented to reduce any risk of contamination to the river.</p> <p>The RDF bales will be wrapped in plastic, if a bale is damaged the damaged bale would be re-baled before leaving the Facility.</p> <p>During operation, behind the primary flood defence, a sealed surface water drainage system will be built to manage any increase in surface water runoff.</p>
Air Quality	<p style="text-align: center;">Air Pollution</p> <ul style="list-style-type: none"> • Concerns over air pollution. • Particulates from processes, lorries and boats. • Concern over effect of air pollution on humans, wildlife and agricultural crops. • Want to know base measurements of air quality. • Need more information regarding the capture of harmful gases/toxic elements compared to emissions from landill. • No concerns as long as no hazardous substances are released into the air. 	Local community members.	35	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses the impacts of air quality during the construction and operation of the Facility and identifies mitigation measures that will be implemented to reduce any impacts. This assessment includes accounting for prevailing winds. The assessment concludes that residual effects are not significant.</p> <p>This assessment was used to inform the marine ecology assessment ES Chapter 17 Marine Ecology (document reference 6.2.17) and the Habitats</p>

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	<ul style="list-style-type: none"> • Request information on levels of PM10 and PM2.5 emissions. • Harmful emissions not acceptable. • There will be a net increase of particulants escaping into the air when in operation – what type of particulants, will they include plastic from bales? • Issues over dioxins being released. • Waste incinerator systems produce toxic ash and other residues. • Emissions from the exhaust could include carcinogens and other toxins. • Prevailing winds blow directly into housing areas and moisture from the Facility’s exhaust may cause a loss of amenity in gardens. • Fisheries may be affected by emissions. • Air pollution from traffic. • Impact of dioxins which have environmental health consequences, cancer concerns, neurological concerns and thyroid concerns. • Toxic metals, dioxins and acid gases released by incinerators. • Needs more research for the sake of human safety. • Prevailing winds blow directly into housing areas. 			<p>Regulations Assessment (document reference 6.4.18) determine that there would be no significant.</p> <p>An Air Quality and Dust Management Plan will form part of the CoCP (document reference 7.1) 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 Limits to be met, will be in place (and will be required for the Environmental Permit for the site) and this will cover dust, particulates (including PM2.5 and PM10) and chemicals such as dioxins.</p> <p>The management of ash and other hazardous residues are recycled within the lightweight aggregates facility as described in ES Chapter 23 Waste (document reference 6.2.23).</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 emission limits are set in the Best Available Techniques Reference document for waste incineration, which was updated in December 2019 and the limits are based upon research from existing European waste management</p>

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				facilities. The height of the three stacks has been provisionally determined to be 80 m to ensure effective dispersion.
	<p style="text-align: center;">Odour</p> <ul style="list-style-type: none"> • Odour from RDF bales. • Odour pollution. • Odour from the process. 	Local community members.	17	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses impacts of odour during the construction and operation of the Facility and identifies mitigation measures which will be implemented to reduce impacts.</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 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> <p>The RDF bales will be wrapped in plastic, if a bale is damaged the damaged bale would be re-baled which will prevent odour being released from the RDF bales. Furthermore, the Environmental Permit which will be required to operate the Facility requires an Environmental Management System, which will require procedures for managing both odour and vermin.</p>

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	<p style="text-align: center;">Dust</p> <ul style="list-style-type: none"> • Concerns of dust leaks • Dust from RDF bales. 	<p style="text-align: center;">Local community members.</p>	<p style="text-align: center;">2</p>	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses impacts of construction dust and particulate matter. Dust management mitigation measures are listed within the chapter. An Air Quality and Dust Management Plan will form part of the CoCP (document reference 7.1) which will describe control measures to manage dust and emissions during construction works.</p> <p>As described in Chapter 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>
	<p style="text-align: center;">Air quality mitigation suggestions</p> <ul style="list-style-type: none"> • Pollution mitigation. • Filters added to outlet chimneys. • Contain toxins internally. • Monitoring of air pollutants and Facility closed if any danger detected. 	<p style="text-align: center;">Local community members.</p>	<p style="text-align: center;">5</p>	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses impacts of air quality during the construction and operation of the Facility and identifies mitigation measures that will be implemented to reduce impacts.</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>A bag filter is attached to the outlet chimneys as part of the abatement system.</p>

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				<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 Limits to be met, will be in place (and will be required for the Environmental Permit for the site). The Environment Agency has regulatory powers to close the Facility if conditions attached to the Environmental Permit are not met.</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>Odour mitigation suggestions</p> <ul style="list-style-type: none"> • Odour mitigation. • Open refuse bales internally to limit odour escaping. • Odour control is essential. 	Local community members.	5	<p>Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses impacts of odour during the construction and operation of the Facility and identifies mitigation that will be implemented to reduce any impacts.</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 RDF shredding and bunker buildings will be enclosed with the air extracted and sent to the thermal treatment plant for combustion. Fast-acting</p>

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				roller shutter doors will be in place to minimise the time that doors are open when the building is accessed for maintenance.
Estuarine Processes	<p style="text-align: center;">Impact on river</p> <ul style="list-style-type: none"> Removal of river bank will weaken river and cause future breaches. Concern over silt build up causing reduced river flow. Concern over significant effects from the Facility on the environment. Reduced flow of river failing to clear silt due to fresh water diverts connected to Boston Barrier. 	Local community members.	6	<p>Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) includes an assessment including of suspended sediment concentrations in The Haven and the impact that construction and operation of the Facility will have on sediment in the river. Chapter 16 also identifies mitigation measures that will be implemented to reduce effects on the environment.</p> <p>During operation, maintenance dredging will keep the berthing areas navigable and there would be no impact of suspended sediment.</p> <p>The Facility incorporates the creation of new formal flood defences, which shall be tied into the wider flood defences in the area. The river bank will be relocated and replaced by a wharf structure to form an effective flood protection line in line with advice provided by the Environment Agency. Therefore, the river bank is not being removed and breaches will be prevented by the wharf structure.</p>
Marine and Coastal Ecology	<p>Impacts on marine mammals and ecology</p> <ul style="list-style-type: none"> Impact on seals (noise from piling, disturbance to haul out sites). 	Local community members; Wildlife Trust.	9	An assessment on the impacts of the Facility on marine ecology (including relevant habitats) and marine mammals is included in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). An assessment of likely significant effects on

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	<ul style="list-style-type: none"> Concern over impact on inter-tidal saltmarsh and/or mudflat irrespective of whether it is a designated habitat or not. Concern over significant effects from the Facility on the environment. Concern over effect on wildlife in the Wash, The Haven and RSPB Frampton. Loss of mudflat and saltmarsh would need to be compensated for if in designated site. Construction and operational phases may have an impact on the LWS. Biodiversity Net Gain should be included in the project. Ecosystem of river has to be considered. 			<p>The Wash, and the species that inhabit it, is provided in the Habitats Regulations Assessment, Appendix 17.1 of the ES (document reference 6.4.18).</p> <p>Harbour seals have been considered in the assessment with relation to piling. It is likely that harbour seals use The Haven just for occasional foraging rather than as a key habitat, as they would mostly remain in The Wash or in the lower estuarine areas. As a precautionary approach, mitigation will be undertaken for piling works during high tides, to ensure that any potential for impact to marine mammals (and fish species) are reduced as far as is possible. Mitigation is detailed further within Chapter 17. The impact on birds has also been considered in Chapter 17 and appropriate mitigation and / or compensatory measures are proposed.</p> <p>An assessment has been undertaken on the impact on saltmarsh and mudflat habitat. 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 style="text-align: center;">Ornithology impacts</p> <ul style="list-style-type: none"> Impact on migrant birds. 	Local community members.	4	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

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	<ul style="list-style-type: none"> RSPB Frampton should be included in visuals and effect on nationally important nature reserve shown. Concern over effect on birds in the Wash, The Haven and RSPB Frampton. Concerns over reduced habitat for birds. 			<p>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 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 issues</p> <ul style="list-style-type: none"> Ships turning in narrow tidal river. Concern over conflict with other vessels and fishing boats on the river. Draft of vessels and impact of vessels must ensure safety. Concern river not wide enough for two ships and increased traffic will bring risks for smaller vessels. Extra river traffic will cause collisions and higher risks. Concern over river pollution. Ensure that other river users are not compromised by Facility river traffic. 	<p>Local community members.</p>	<p>11</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 wharf has been designed in consultation with the Port such that there should be sufficient space for a large commercial vessel, with a maximum beam of 17m, and a fishing vessel, with a maximum beam of 5m, to pass a moored vessel at the wharf with a clear distance between each vessel. The wharf has been designed with 10m as a safe passing distance which is based on twice the beam of the fishing vessel. The minimum width of the channel based on this scenario is 57m.</p>

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Topic	Feedback	Stakeholders	Number of times feedback received	Regard had to Response (Section 49)
	<ul style="list-style-type: none"> Active fishing fleet will be affected by extra river traffic. Dredging rivers will help Port of Boston. Keep port open for both commercial shipping and fishermen. 			<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. The NMP is secured by a requirement of the DCO.</p> <p>Consultation has been ongoing with the fishermen throughout the pre-application DCO process, this is detailed in Chapter 18 with their specific concerns addressed.</p>
	<p style="text-align: center;">Wharf facility</p> <ul style="list-style-type: none"> Good idea to create wharf facility. Good use of access via river/boats. 	Local community members.	2	The Applicant has noted these responses.

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Transport	<p style="text-align: center;">Traffic impacts</p> <ul style="list-style-type: none"> • Concern over extra lorry movements associated with the Facility. • Increased traffic in the area would be a problem. • Lorries from the north and west of Boston will cause major traffic problems. • Concern over traffic during construction phase. • Road structure around Boston is not suitable for the traffic increase during construction. • Construction vehicles driving through residential areas is not acceptable. • Increase in traffic will negatively affect local produce industry. 	Local community members.	16	<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>Changes were made with regards to construction after this feedback was received. 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> <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 and identifies mitigation measures that will be implemented to reduce effects, including routes taken by construction traffic.</p>

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				Commitments are contained within an Outline Construction Traffic Management Plan (Outline CTMP) (document reference 7.2) submitted with the DCO to reduce the impacts on driver delay associated with single occupancy vehicle travel with measures designed to increase more sustainable forms of travel. The CTMP will be updated after submission prior to construction in accordance with requirement 12 of the DCO (document reference 2.1).
	<p style="text-align: center;">Access route</p> <ul style="list-style-type: none"> Road to Facility serves the industrial estate and motor dealerships therefore must be kept open and unobstructed at all times. Access by road to estate is limited. Query whether a new road is required. 	Local community members; Lincolnshire Wildlife Trust.	3	<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, as well as identifying mitigation measures that will be implemented to reduce impacts.</p> <p>Access will remain for all other businesses at the Riverside Industrial Estate.</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>
	<p>Traffic and transport mitigation suggestions</p> <ul style="list-style-type: none"> Traffic mitigation. Use river for other materials rather than just RDF bales to reduce traffic impact. Bypass for construction traffic is needed. 	Local community members.	15	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 and identifies mitigation measures that will be implemented to reduce effects.

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	<ul style="list-style-type: none"> Road must be able to accommodate heavy vehicles. Consider using existing rail link via Boston Port and the Swing Bridge. There is a railway line running eastwards over the river Witham/Haven through to Boston Dock which is an alternative to using congested road system. 			<p>The mitigation identified via commitments within an 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 means that more impactful measures, such as providing a new access road, were not necessary. Roads used by the construction vehicles will be existing roads, and will be subject to appropriate design standards to accommodate vehicle loads.</p> <p>In response to feedback and as the Facility is adjacent to The Haven, as described in Chapter 5 Project Description of the ES (document reference 6.2.5), 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. This was deemed more appropriate than rail because delivery by rail to the Port of Boston will require transfer of materials by road from the Port of Boston to the Facility, thus increasing transport numbers.</p>
Socio-Economics	<p>Tourism and recreation impacts</p> <ul style="list-style-type: none"> Will improve Boston's reputation. Taking away a public coastal path [Macmillan Way] which is used regularly and expect people to walk through a busy industrial estate. Size of ships bringing waste will impact leisure river users. 	Local community members.	7	Regarding access to the riverbank, footpaths BOST14/4 and BOST14/5 (which the Macmillan Way currently follows) 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, not through the

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				<p>industrial estate. A fenced public footbridge will be provided across the existing gap in the Roman Bank which will allow for increased pedestrian safety.</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> <p>Consultation was undertaken with the Boston Belle on the 6 November 2019 to discuss the project as detailed in Chapter 18 Navigation of the ES (document reference 6.2.18).</p>
	<p>Impacts on local residents</p> <ul style="list-style-type: none"> Concern over short and long-term impacts on local community. People who live within a few miles will have their lives blighted. Construction should be carried out in a considerate manner. 	Local community members.	7	The ES includes an assessment of potential impacts on residents and mitigation measures to reduce community effects. Chapter 20 Socio-Economics of the ES (document reference 6.2.20) assesses socio-economic impacts, including employment, housing market, community infrastructure (including primary and secondary education and health) and tourism. Construction will be carried out in a considerate manner with the CoCP, which is secured by requirement 10 in the DCO. An outline CoCP is submitted with the application (document reference 7.1)
	<p>Socio-economic impacts</p> <ul style="list-style-type: none"> Scheme will benefit local area. Involvement with Boston College 	Local community members.	9	Chapter 20 Socio-Economics of the ES (document reference 6.2.20) assesses socio-economic impacts, including employment, housing market, community

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	<ul style="list-style-type: none"> Few benefits other than employment. What facilities will the firms involved provide for Boston residents? Potential negative effect on local food produce. 			<p>infrastructure (including primary and secondary education and health) and tourism. Engagement with Boston College has taken place throughout the consultation process (see Consultation Report (document reference 5,1)). This engagement will continue post-submission. Community benefits would be part of the discussions post-submission; however, the list of Works includes the provision of a visitor centre that will be used for educational purposes (as identified in Chapter 5 Project Description (document reference 6.2.5)).</p>
	<p style="text-align: center;">Costs</p> <ul style="list-style-type: none"> Ruin of a town for profit. With reasonable cost the Facility could put measurements in place to neutralise larger issues. Did not explain how it is cost effective to bring waste from Scotland and Essex to Boston for treatment. I understand that there will be no financial advantage to Borough of Boston from the Facility bar the payment of business rates and shipping fees. Don't agree with use of subsidies by government for gasification facility. 	<p>Local community members.</p>	<p>5</p>	<p>The Facility requires approximately 1,200,000 tonnes of RDF per year from UK sources. Approximately 2.9 million tonnes of waste derived fuel are exported from England alone, to northern continental Europe and Scandinavia for energy recovery by incineration. Therefore, in line with the proximity principle, the proposed Facility seeks to move the recovery of energy to closer to the point of production and ensure that England is more self-sufficient in managing its own waste. The Fuel Availability and Waste Hierarchy Assessment (document reference 5.8) identifies that the Facility is being constructed to meet a UK need. The need for the Facility is identified in Chapter 2 of the ES (document reference 6.2.2) and accords with the Government's National Policy Statement (NPS) for energy EN-1 and renewable energy EN-3..</p>

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				The economic benefits brought to Boston are identified in Chapter 20 Socio Economics of the ES (document reference 6.2.20). The Facility will be privately funded and not subsidised by the government (see the Funding Statement submitted with the application (document reference 3.2)).
	<p>Local community – mitigation suggestions</p> <ul style="list-style-type: none"> Contractors should be asked to engage with community e.g. Boston College for work experience and apprentice opportunities. Should be a 'peak' for Boston residents i.e. at Christmas. Will aggregate be available for local use/purchase? Use some of the money available to improve the infrastructure of the land/surrounding area. 	Local community members.	5	<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> <p>Aggregate may be available for local use.</p> <p>It is anticipated that local community funding will be provided. This will be confirmed at a later stage in the consent negotiation phase.</p>
	<p>Local energy supply</p> <ul style="list-style-type: none"> Will add resilience to the National Grid. Are we able to have our energy supplied by the Facility? 	Local community members.	2	The power generated by the Facility will be exported to the National Grid, which is controlled by Western Power Distribution. The Boston Alternative Energy Facility cannot control who distributes power to households.
Waste	<p>Discouragement of recycling</p> <ul style="list-style-type: none"> Gasifying non-recyclable waste discourages recycling. 	Local community members.	8	As described in Chapter 5 Project Description of the ES (document reference 6.2.5) the RDF will be sourced from UK suppliers and comprise of Materials Recycling Facility (MRF) residues. This waste will be residual household waste and similar municipal-type

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	<ul style="list-style-type: none"> We should recycle more household waste and encourage supermarkets to produce less waste. Recycling offers 70% energy gain over waste to energy process and avoids impact of emissions. Local authorities and waste management firms may find power generation more cost effective than recycling. At a time when we are being encouraged to burn less we should be concentrating on producing less waste and recycling more. 			waste that has been through the MRF and had all potential recyclate and contaminants (for example hazardous wastes) removed. The Facility will not divert any source-segregated or co-mingled recyclate from being recycled.
	<p>Management of waste when operational</p> <ul style="list-style-type: none"> Need to control the amount of waste entering the site to prevent waste not being used. Need to guarantee that bales will not attract/increase rat populations. Concern that bales could cause pollution. Why are the bales wrapped in plastic? The bale storage should not be there as it is unenclosed. 	Local community members.	6	<p>As described in Chapter 5 Project Description of the ES (document reference 6.2.5) the Facility is proposed to operate 24-hours a day, seven days a week and will require feedstock in line with this.</p> <p>At Phase Two 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>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 as well as prevent odour and contamination from damaged bales. Furthermore, the Environmental</p>

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				Permit which will be required to operate the Facility requires an Environmental Management System, which will require procedures for managing vermin.
Accidents and Risks	<p style="text-align: center;">Health and Safety</p> <ul style="list-style-type: none"> • Staff on site permanently who can control emissions and prevent hazards. • A fully competent engineer should always be on duty during operation and be able to access plant quickly. • Concerns over high winds causing a problem. • Fire risk at plant. • Needs to be risk assessment/procedures put in place to avoid volatile waste entering site. • Concerns over river safety. • Safety will be drastically reduced. 	Local community members.	9	<p>An assessment of major accidents and risks, including adverse weather, 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. The Environmental Permit will require waste acceptance procedures to ensure unacceptable wastes (for example volatile and hazardous wastes) are not accepted.</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> <p>As the Facility will operate 24 hours a day, seven days a week the site will be fully and appropriately</p>

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				<p>staffed at all times by staff (including an engineer) who can control emissions and prevent hazards.</p> <p>An 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. The NMP is secured by requirement 14 of the DCO.</p>