REPORT

Boston Alternative Energy Facility - Appendix 5 Part Two

Appendix 5 Phase Three Consultation (Part Two)

Client:	Alternative Use Boston Projects Ltd
Planning Inspectorate Reference	EN010095
Document Reference	5.1
Pursuant to	Section 37(3)(c) of the Planning Act 2008
Reference:	PB6934-ATH-ZZ-XX-RP-Z-3005
Status:	Final/0.0
Date:	23 March 2021

baef
Boston Alternative Energy Facility

Royal HaskoningDHV
Enhancing Society Together

HASKONINGDHV UK LTD.

Rightwell House
Rightwell East
Bretton
Peterborough
PE3 8DW
Industry & Buildings
VAT registration number: 792428892

+44 1733 334455 **T**
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info@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

Document title:	Boston Alternative Energy Facility - Appendix 5 Part Two
Document short title:	Appendix 5 Phase Three Consultation (Part Two)
Reference:	PB6934-ATH-ZZ-XX-RP-Z-3005
Status:	0.0/Final
Date:	23 March 2021
Project name:	Boston Alternative Energy Facility
Project number:	PB6934
Author(s):	Madeleine Astle

Drafted by:	Madeleine Astle
Checked by:	Abbie Garry
Date:	22/03/21
Approved by:	Paul Salmon
Date:	23/03/21

Classification
Project related

Table of contents

REPORT

Boston Alternative Energy Facility - Appendix 5.15

Appendix 5.15 List of parish councils Phase Three posters 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-3005.15
Status:	Final/0.0
Date:	23 March 2021

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Appendix 5.15 List of parish councils Phase Three posters sent to

This appendix contains a list of the parish councils that the poster advertising Phase Three consultation was sent to and asked to display.

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List of parish councils that posters were sent to

Posters were sent to the following parish councils on **Friday 14 June 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 5.16

Appendix 5.16 List of hard-to-reach groups Phase Three posters 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-3005.16
Status:	Final/0.0
Date:	23 March 2021

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Appendix 5.16 List of hard-to-reach groups Phase Three posters sent to

This appendix contains a list of hard-to-reach groups that were sent posters relating to the Phase Three Public Information Days.

This page is intentionally blank.

List of hard-to-reach groups that were sent posters

Posters were also sent to the following hard to reach groups on **Monday 17 June**.

Lincolnshire Community and Voluntary Service	Boston Mayflower
Community Lincs	YMCA Lincolnshire
JUST Lincolnshire	Boston Disability Forum
Boston Youth Council	Lincs Sensory Services
Age UK Boston and South Holland	Lincolnshire Young Farmers

REPORT

Boston Alternative Energy Facility - Appendix 5.17

Appendix 5.17 Phase Three translated posters and businesses 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-3005.17
Status:	Final/0.0
Date:	23 March 2021

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Appendix 5.17 Phase Three translated posters and businesses they were sent to

This appendix contains copies of the translated posters and a list of businesses they were sent to on 21 June 2019.

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Bostono alternatyvios energijos jėgainė

Trečio etapo visuomenės informavimo dienos

„Alternative Use Boston Projects Ltd“ siūlo statyti modernią elektros jėgainę Bostono „Riverside Industrial Estate“ rajone. Ši jėgainė gamintų 102MW* atsinaujinančios energijos, pagamintos iš atliekų (angl. RDF) (RDF – gaunama iš perdirbimui netinkamų buitinių atliekų).

Trečiojo konsultacinio proceso metu yra surengtos visuomenės informavimo dienos, per kurias bus pateikti šio projekto atnaujinimai ir preliminari informacija apie aplinką, suteikiant galimybę vietinei bendruomenei išreikšti savo nuomonę ir sužinoti daugiau.

Duomenys apie šiuos renginius pateikti žemiau:

Venue	Date	Time
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**Ketvirtadienis** 2019 m. birželio 27	15.00 – 19.00
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**Penktadienis** 2019 m. birželio 28	15.00 – 19.00
St Thomas' Church (Šv. Tomo bažnyčia) *South Forty Foot Bank, London Road, Boston PE21 7EJ*	**Šeštadienis** 2019 m. birželio 29	12.00 – 16.00
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**Ketvirtadienis** 2019 m. liepos 4	15.00 – 19.00
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**Penktadienis** 2019 m. liepos 5	13.00 – 17.00
St Nicholas Community Centre (Bendruomenės centras) *Fishtoft Road, Boston PE21 0AA*	**Šeštadienis** 2019 m. liepos 6	12.00 – 16.00

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

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Boston Alternative Energy Facility

* MW val. ekvivalentas

Bostonas Alternatīvās Enerģijas Uzņēmums

Trešās Fāzes Sabiedrības Informēšanas Dienas

SIA Bostonas Alternatīvās Enerģijas projekts ierosina unikālas spēkstacijas celšanu Riverside Rūpnieciskajā rajonā, Bostonā. Uzņēmums plāno saražot apmēram 102MW* atjaunojamās enerģijas no atkritumu izcelsmes degvielas (ARD – no nepārstrādājamiem sadzīves atkritumiem ražota degviela).

Trešās Fāzes ietvaros notiks Sabiedrības Informēšanas Dienas iepazīstinot ar jaunāko projekta informāciju un Sākotnējo Vides aizsardzības informāciju, dodot vietējai sabiedrībai iespēju atnākt, uzzināt vairāk un dalīties ar savām pārdomām par projektu.

Informācija par tikšanās reizēm zemāk:

Venue	Date	Time
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**Ceturtdien** 27. jūnijā 2019	15.00 – 19.00
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**Piektdien** 28.jūnijā 2019	15.00 – 19.00
St Thomas' Church *South Forty Foot Bank, London Road, Boston PE21 7EJ*	**Sestdien** 29.jūnijā 2019	12.00 – 16.00
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**Ceturtdien** 4.jūlijā 2019	15.00 – 19.00
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**Piektdien** 5.jūlijā 2019	13.00 – 17.00
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	**Sestdien** 6.jūlijā 2019	12.00 – 16.00

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**

Telefonu: **0800 0014 050**

Vai sūtiet vēstules pa brīvu uz:

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

baef
Boston Alternative Energy Facility

* MW stundas ekvivalents

Alternatywna Elektrownia dla Bostonu

Faza trzecia

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 trzeciej 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 wydarzeń podano poniżej:

Venue	Date	Time
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**czwartek** 27 czerwca 2019	15.00 – 19.00
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**piątek** 28 czerwca 2019	15.00 – 19.00
Kościół Św. Tomasza *South Forty Foot Bank, London Road, Boston PE21 7EJ*	**sobota** 29 czerwca 2019	12.00 – 16.00
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**czwartek** 4 lipca 2019	15.00 – 19.00
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**piątek** 5 lipca 2019	13.00 – 17.00
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	**sobota** 6 lipca 2019	12.00 – 16.00

Jeśli chcesz uzyskać więcej informacji na temat alternatywnej elektrowni dla Bostonu, wejdź na stronę:
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

baef
Boston Alternative Energy Facility

* Równoważnik megawatogodzin

Boston Alternative Energy Facility

Terceira Fase

Dias de Informação Pública

A Alternative Use Boston Projects Ltd propõe o desenvolvimento de uma **central de geração de energia de última geração** na Riverside Industrial Estate, em Boston. A Central geraria aproximadamente 102MW * de energia renovável a partir de combustível derivado de resíduos (CDR - derivado de resíduos domésticos não recicláveis).

Como parte da consulta da Terceira Fase, os Dias de Informação Pública estão a ser realizados para fornecer atualizações sobre o projeto e providenciar Informações Preliminares sobre o Meio Ambiente, dando às comunidades locais a oportunidade de descobrir mais e partilhar a sua opinião.

Detalhes sobre estes eventos:

Venue	Date	Time
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**Quinta-feira** 27 de junho de 2019	15h – 19h
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**Sexta-feira** 28 de junho de 2019	15h – 19h
St Thomas' Church *South Forty Foot Bank, London Road, Boston PE21 7EJ*	**Sábado** 29 de junho de 2019	12h – 16h
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**Quinta-feira** 4 de julho de 2019	15h – 19h
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**Sexta-feira** 5 de julho de 2019	13h – 17h
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	**Sábado** 6 de julho de 2019	12h – 16h

Se quiser saber mais sobre a Boston Alternative Energy Facility, visite:
www.bostonaef.co.uk
Contacte-nos através do e-mail: **consultation@bostonaef.co.uk**
Telefone: **0800 0014 050**
Ou por correio através do nosso **endereço postal gratuito**:
Boston Alternative Energy Facility
RTLY-RLGH-GKSE,
FREEPOST
25 Priestgate, Peterborough, PE1 1JL

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* MW equivalente por hora

Альтернативная электростанция В Бостоне

Фаза три

Дни общественной информации

Alternative Use Boston Projects Ltd предлагает создать современную электростанцию в Риверсайд Индастриал Эстейт в Бостоне. Объект будет генерировать приблизительно 102 МВт* возобновляемой энергии из топлива, полученного из отходов (RDF - не утилизируемых бытовых отходов).

В рамках третьего этапа консультаций проводятся Дни общественной информации с целью предоставления обновленной информации о проекте и предварительной экологической информации, что дает местным сообществам возможность узнать больше и поделиться своими отзывами.

Подробности этих событий ниже:

Venue	Date	Time
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**четверг** 27 июня 2019	15:00 – 19:00
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**пятница** 28 июня 2019	15:00 – 19:00
Церковь Святого Томаса *South Forty Foot Bank, London Road, Boston PE21 7EJ*	**суббота** 29 июня 2019	12:00 – 16:00
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**четверг** 4 июля 2019	15:00 – 19:00
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**пятница** 5 июля 2019	13:00 – 17:00
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	**суббота** 6 июля 2019	12:00 – 16:00

Если вы хотите получить дополнительную информацию о бостонской альтернативной электростанции, посетите сайт: **www.bostonaef.co.uk**,
свяжитесь с нами по электронной почте: **consulting@bostonaef.co.uk**,
звоните: **0800 0014 050**
или отошлите **бесплатно** письмо по адресу:
Boston Alternative Energy Facility
RTLY-RLGH-GKSE,
FREEPOST
25 Priestgate, Peterborough, PE1 1JL

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* эквивалент МВт в час

List of businesses sent translated versions of posters

Posters promoting the consultation events were translated into six different languages (English, Lithuanian, Latvian, Polish, Russian and Portuguese) and sent to the following local businesses around the site **on Friday 21 June 2019**.

A Wright and Son	K and L Autos
Adan Ltd	Kalas Packaging
Anglia Bearing Company LTD	Lincs Waste Management LTD
Boston Aggregate and Landscaping Supplies	ME & A Oliver
Boston Household Waste Recycling Centre	Metsa Wood
Boston Motorcool	Paragon Print and Packaging
Boston Sub Aqua Club	Parkinson Harness Technology Ltd
Carrylift Group	Parkinsons
CEF	Pilgrim Food Service
CEMEX Boston Concrete Plant	Pinguin Foods UK Boston
Clarke Group Construction LTD	Porcher Abrasive Coatings LTD
Coveris	Ripe Now
Driver Line	Riverside Auto Breakers
Dynamic Casette International LTD	Rolec Services LTD
Euroflow Engineering	Samuel Vickers
Freshtime UK Ltd	Silver Skips (Lincolnshire) Ltd
Greenyard UK Frozen	Taste of Poland I&E Ltd
Guest Truck and Van	The Doggie Den
Hardy Craske	The Recycling Factory
Howard Tenens Logistics	Wakefield Autos
Howdens Joinery	Witham Timber
Jet Autos	Ziuta Motors Garage

REPORT

Boston Alternative Energy Facility - Appendix 5.18

Appendix 5.18 Newspaper notices advertising Phase Three Public Information Day locations and dates

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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Appendix 5.18 Newspaper notices advertising Phase Three Public Information Day locations and dates

This appendix contains a copy of the public notice that was placed in the newspapers with information about the Facility, details on the Public Information Days and how the Applicant could be contacted.

This page is intentionally blank.

Spalding Guardian 13.06.2019

Classified

PUBLIC NOTICES

PUBLIC NOTICES

Goods Vehicle Operator's Licence

Keith Reginald Pick trading as CPT Distribution Ltd of Stephenson Avenue, Pinchbeck, Spalding, Lincolnshire, PE11 3SW is applying to change an existing licence as follows.

To keep an extra 0 goods vehicles and 5 trailers at the operating centre at Stephenson Avenue, Pinchbeck, Spalding, Lincolnshire, PE11 3SW

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. Representors 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

Boston Alternative Energy Facility
Phase Three
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 approximately 102MW* of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

As part of Phase Three 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
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**Thursday** 27 June 2019	3pm – 7pm
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**Friday** 28 June 2019	3pm – 7pm
St Thomas' Church *London Road, Boston PE21 7EJ*	**Saturday** 29 June 2019	12pm – 4pm
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**Thursday** 4 July 2019	3pm – 7pm
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**Friday** 5 July 2019	1pm – 5pm
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	**Saturday** 6 July 2019	12pm – 4pm

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
*MW hour equivalent

baef

Classified

PUBLIC NOTICES

LINCOLNSHIRE COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
TEMPORARY RESTRICTION TO TRAFFIC
(MARKET DEEPING – VARIOUS ROADS)

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

The effect of the Order will be to close the roads to traffic as listed in the Schedule.

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 24 June 2019 and continue for approximately 24 days.

The Order will come into operation on 24 June 2019 and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

SCHEDULE

Blenheim Way (Between Northfield Road and a point 50 metres south)
Towngate East (Between 60 metres east and 60 metres west of Blenheim Way)
Whitley Way (Between Blenheim Way and a point 60 metres east)

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

JOBS

GENERAL VACANCIES

Chris Eley (PRODUCE) LTD
GROWERS & PACKERS OF QUALITY FRESH VEGETABLES

Kellet Gate, Low Fulney, Spalding, Lincs. PE12 6EH
Tel: 01775 766061 Fax: 01775 710276
Email jobs@chriseley.co.uk
Privately owned Company, involved in growing and selling produce to Retailers, are seeking to appoint the following:-

Stock Controller

The successful candidate will be methodical in their approach to work and be able to work on their own initiative in a busy environment.

Responsibilities will include:

- Physically counting and reconciling stocks in Coldstores.
- Producing daily stock report.
- Ensuring all product is labelled for traceability.

To apply for this position please send your CV to Mr Chris Eley at the above address or email jobs@chriseley.co.uk, or in person at our offices to complete an application form.

Boston Alternative Energy Facility
Phase Three
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 approximately 102MW* of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

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St Thomas' Church *London Road, Boston PE21 7EJ*	Saturday 29 June 2019	12pm – 4pm
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	Thursday 4 July 2019	3pm – 7pm
Wyberton Parish Hall *London Road, Boston PE21 7DE*	Friday 5 July 2019	1pm – 5pm
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	Saturday 6 July 2019	12pm – 4pm

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
*MW hour equivalent

baef Boston Alternative Energy Facility

Classified

HOME IMPROVEMENT

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Find us on Yell.com
TARMACADAM AND TAR & CHIP
FREEPHONE 0800 1910214
SPALDING 01775 888637 DIRECT 07502 985350
COMPANY REG 08282965

PUBLIC NOTICES

LINCOLNSHIRE COUNTY COUNCIL (WESTON - BROADGATE) (ONE WAY TRAFFIC) EXPERIMENTAL ORDER 2019

NOTICE IS HEREBY GIVEN that the Lincolnshire County Council has made an Order under their powers contained in the Road Traffic Regulation Act 1984, the effect of which will be to impose an Experimental Order the effect of which will be to prohibit the exit from Broadgate (north) onto Beggars Bush Lane, Weston.

The Order will come into operation on 1 July 2019 and a copy of the proposed Order and a plan showing the lengths of road concerned with a Statement of Reasons may be inspected at the address given below and the offices of South Holland District Council, during normal office hours.

Representations or objections to the proposals, together with the grounds on which they are made, must be made in writing to Chief Executive - Lincolnshire County Council, Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX or Email: TRO@lincolnshire.gov.uk (For the attention of: Mrs T Featherstone, Traffic Orders Section) by **1 January 2020**.

Details are also available on our website: www.lincolnshire.gov.uk/transport-and-roads/parking

Lincolnshire County Council will be considering in due course whether the provisions of the Order should continue in force indefinitely together with any representations or objections received.

Any person who desires to question the validity of the Order or of any provision contained therein on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any requirement of the Act or of any instrument made under it has not been complied with in relation to the Order may within 6 weeks after 27 June 2019 make application to the High Court for this purpose.

PUBLIC NOTICES

Goods Vehicle Operator's Licence

A. Smith trading as Mark Pick Transport LTD of 32 The Crescent, Spalding PE11 1AF is applying to change an existing licence as follows. To add an operating centre to keep 6 goods vehicles and 4 trailers at Brooks Court, Pinchbeck Spalding Lincs PE 11 3SY

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. Representors 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.

Boston Alternative Energy Facility
Phase Three 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 approximately 102MW* of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

As part of Phase Three 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
Fishtoft Pavilion *Playing Fields, Church Green Road, Fishtoft PE21 0RP*	**Thursday** 27 June 2019	3pm – 7pm
Frampton Church House Village Hall *140 Middlegate Road, Frampton PE20 1AW*	**Friday** 28 June 2019	3pm – 7pm
St Thomas' Church *London Road, Boston PE21 7EJ*	**Saturday** 29 June 2019	12pm – 4pm
Ridlington Centre *Sibsey Lane, Boston PE21 6HB*	**Thursday** 4 July 2019	3pm – 7pm
Wyberton Parish Hall *London Road, Boston PE21 7DE*	**Friday** 5 July 2019	1pm – 5pm
St Nicholas Community Centre *Fishtoft Road, Boston PE21 0AA*	**Saturday** 6 July 2019	12pm – 4pm

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

*MW hour equivalent

baef

Classified

PUBLIC NOTICES

Boston Alternative Energy Facility
Phase Three
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 approximately 102MW* of renewable energy from refuse derived fuel (RDF – derived from non-recyclable household waste).

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FREEPOST, 25 Priestgate, Peterborough, PE1 1JL

*MW hour equivalent

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

NOTICE IS HEREBY GIVEN that LINCOLNSHIRE COUNTY COUNCIL intends to make an Order on Jarvis 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 south of Cockbourn Fen Dike.

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 17 July 2019 and continue for approximately 3 days.

The Order will come into operation on 17 July 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
EXECUTIVE DIRECTOR OF PLACE
LINCOLNSHIRE COUNTY COUNCIL

LINCOLNSHIRE COUNTY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984
TEMPORARY RESTRICTION TO TRAFFIC
(FLEET – BEN'S GATE/RAVEN'S GATE)

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

The effect of the Order will be to close the roads to traffic from B1165 to Trorrington Lane.

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 six week period commencing on or about 20 July 2019 and continue for approximately 2 days.

The Order will come into operation on 20 July 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
EXECUTIVE DIRECTOR OF PLACE
LINCOLNSHIRE COUNTY COUNCIL

JOBS

GENERAL VACANCIES

Seed Sales Specialist

Allium Seeds UK Ltd is a long established and unique company specialising in the breeding, trialling and production of onion and shallot seed with an additional specialisation in the supply of onion sets. The position will involve some travel, mostly within Europe.

The successful applicant will be expected to take an increasing interest in the operation of Allium Seeds and the general technology involved.

The main requirements are summarised below, as follows:

- Maintain and develop customer supplier relationships, organise seed preparation and despatch.
- Liaising with seed producers to organise and monitor crops.
- Assist with set and seed logistics, which includes arranging and monitoring deliveries of seed and sets. Organise storage and maintenance of associated seed stock records.
- Arrange seed treatments and germination testing of sets and seed.

Ideally the successful applicant will have three or more years of relevant experience. The position offers the opportunity to develop as a key member of the Allium Seeds team. Salary will be commensurate with experience and includes a car and other benefits.

Please apply in writing or by email with CV by 11th July to

Mr John Constable
General Manager
Allium Seeds UK Ltd
Allium Brassica Centre,
Wash Road, Kirton, Boston,
Lincs PE20 1QQ
Email john@alliumseeds.com

ALLIUM SEEDS UK Ltd.

South Lincolnshire Academies Trust
Executive Headteacher: Mrs Lucy Conley

Bourne Academy, Edinburgh Crescent, Bourne PE10 9DT
Telephone: (01778) 422365
office@bourneacademy.org

Pastoral Year Leaders

Required from September 2019
Salary £17,117 - £21,012 actual per annum
37 hours per week, 40 - 42 weeks per year
Depending on experience

11 - 19 Mixed

South Lincolnshire Academies Trust are seeking to appoint two Year Leaders to join the Pastoral Team at Bourne Academy and Spalding Academy. Year Leaders are an integral part of the Pastoral Team. These are highly valued and responsible positions requiring team players who are self-motivated and, are willing to respond enthusiastically in an organisation that has high expectations of all colleagues.

This is a very exciting opportunity and the successful candidates must be inspirational and innovative and would be joining a strong, dynamic and forward thinking team who have excellent relationships with students, colleagues, parents/carers and supporting outside agencies.

The roles will involve providing pastoral support to the varying needs of our students in order for them to achieve academically and flourish as individuals. You must be able to model the emotional intelligence required to build effective and positive relationships with all in our community.

The Trust offers an exceptionally pleasant working environment and is a calm and safe place, where staff and students work hard, achieve a great deal and enjoy excellent working relationships.

The Trust is committed to safeguarding and promoting the welfare of children and young people and expects all its staff and volunteers to share this commitment. All post holders are subject to satisfactory clearances prior to taking up an offer of employment.

For further details please visit www.bourneacademy.org or www.spaldingacademy.org.uk Closing date: noon on Monday 8 July 2019. Interviews will follow shortly thereafter.

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REPORT

Boston Alternative Energy Facility - Appendix 5.19

Appendix 5.19 Phase Three 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-3005.19
Status:	Final/0.0
Date:	23 March 2021

baef
Boston Alternative Energy Facility

Royal HaskoningDHV
Enhancing Society Together

Appendix 5.19 Phase Three feedback form, freepost envelope and business card

This appendix contains a copy of the feedback form, along with the freepost envelope and business card included.

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10. Please use the space below to provide any additional comments about the Public Information Day(s) or the proposed Boston Alternative Energy Facility.

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

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

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

Name

Address

Email

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

Postcode

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

www.bostonaef.co.uk

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

Phone: 0800 0014 050

Or mail using our freepost address:

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

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

Boston Alternative Energy Facility

Phase Three Public Information Day Feedback Form

Alternative Use Boston Projects Ltd is progressing plans to construct Boston Alternative Energy Facility, a state-of-the-art power generation plant which will use refuse derived fuel to generate renewable energy.

We are currently undertaking Phase Three consultation for the 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 seeking consent for the construction and operation of the Facility.

Phase Three consultation ends at midnight on **Tuesday 6 August 2019** and it is important that all feedback forms and comments are received before the closing date.

1. In what capacity are you providing comments on the proposed Facility? (please tick one)

- ☐ Local resident
- ☐ A community or residents' group
- ☐ Parish council representative
- ☐ Local councillor
- ☐ Other (please provide details)

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

- ☐ Fishtoft Pavilion, 27 June 2019
- ☐ Frampton Church House Village Hall, 28 June 2019
- ☐ St Thomas' Church, 29 June 2019
- ☐ Ridlington Centre, 4 July 2019
- ☐ Wyberton Parish Hall, 5 July 2019
- ☐ St Nicholas Community Centre, 6 July 2019

3. How did you hear about the Public Information Days?

- ☐ Newsletter through the door
- ☐ Advert in local newspaper
- ☐ Article in local newspaper
- ☐ Council or Parish Council
- ☐ Project website
- ☐ Social media
- ☐ Poster
- ☐ Word of mouth
- ☐ Other (please state)

4. Did you find the information presented today useful?

☐ Yes

If yes, what did you find particularly helpful?

☐ No

If no, why?

5. Please tell us your views on the proposed Facility.

6. Do you have any comments on the information provided in the Preliminary Environmental Information Report and/or the Non-technical Summary?

7. Do you have any comments on the suggested mitigation of potential environmental, operational or visual impacts during construction or operation of the proposed Facility?

8. Do you have any comments on the design of the proposed Facility?

9. Is there anything you think we should consider in relation to the management of the construction period?

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Boston Alternative Energy Facility

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

Alternative Use Boston Projects Ltd's

Boston Alternative Energy Facility Phase Three

community consultation online feedback form can be found at the link below.

Please note, Phase Three consultation closes at midnight on 6 August 2019.

https://www.surveymonkey.co.uk/r/bostonaefphase3

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 5.20

Appendix 5.20 Phase Three 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-3005.20
Status:	Final/0.0
Date:	23 March 2021

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Boston Alternative Energy Facility

Royal HaskoningDHV
Enhancing Society Together

Appendix 5.20 Phase Three public exhibition boards

This appendix contains a copy of the Phase Three public exhibition boards.

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Welcome

Welcome to our Phase Three Public Information Day about the Boston Alternative Energy Facility.

At today's event we are presenting information boards, maps, images and videos that will tell you more about the Facility and the work we have done so far.

Photomontage view of the proposed facility at Year 1

We have now published our Preliminary Environmental Information Report (PEIR) for the Facility. The PEIR identifies potentially significant impacts and considers mitigation measures to reduce these impacts. It has been shaped by the feedback we received in the previous two rounds of consultation. A copy of the PEIR is available to view at today's event as well as being available on the project website.

Your Views

Your opinion is very important to us.

We would like to collect your feedback on the PEIR and the project. This will help finalise our project proposals and impact assessments before we submit the application for consent later this year.

To provide your feedback, please complete a feedback form. This will enable us to capture your views. We are happy to (and are obliged to) respond to all comments.

▶ *The feedback form can be completed here today, later at home and posted back to us using the freepost envelope, or completed online. The link to the online survey is on our project website* **www.bostonaef.co.uk**

You can also email comments or questions to us at: **consultation@bostonaef.co.uk**

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

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

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

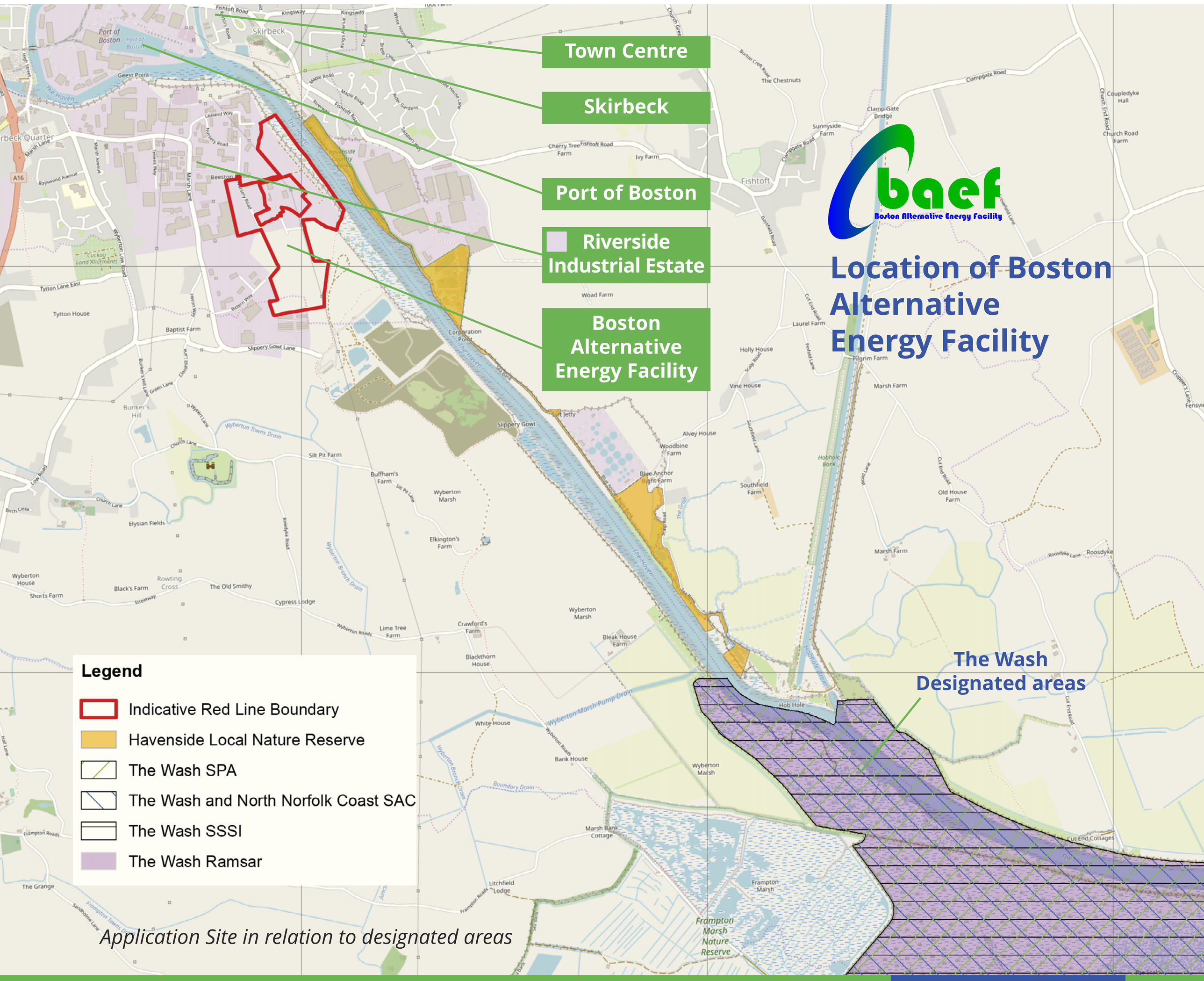
Provide investment for the region's economy; creating approximately 300 jobs during the construction phase and around 80 permanent jobs when operational

Site Location

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

The site forms part of a larger area allocated within the development plan for a range of potential uses which include: resource recovery park; treatment facility, energy recovery and part for employment.

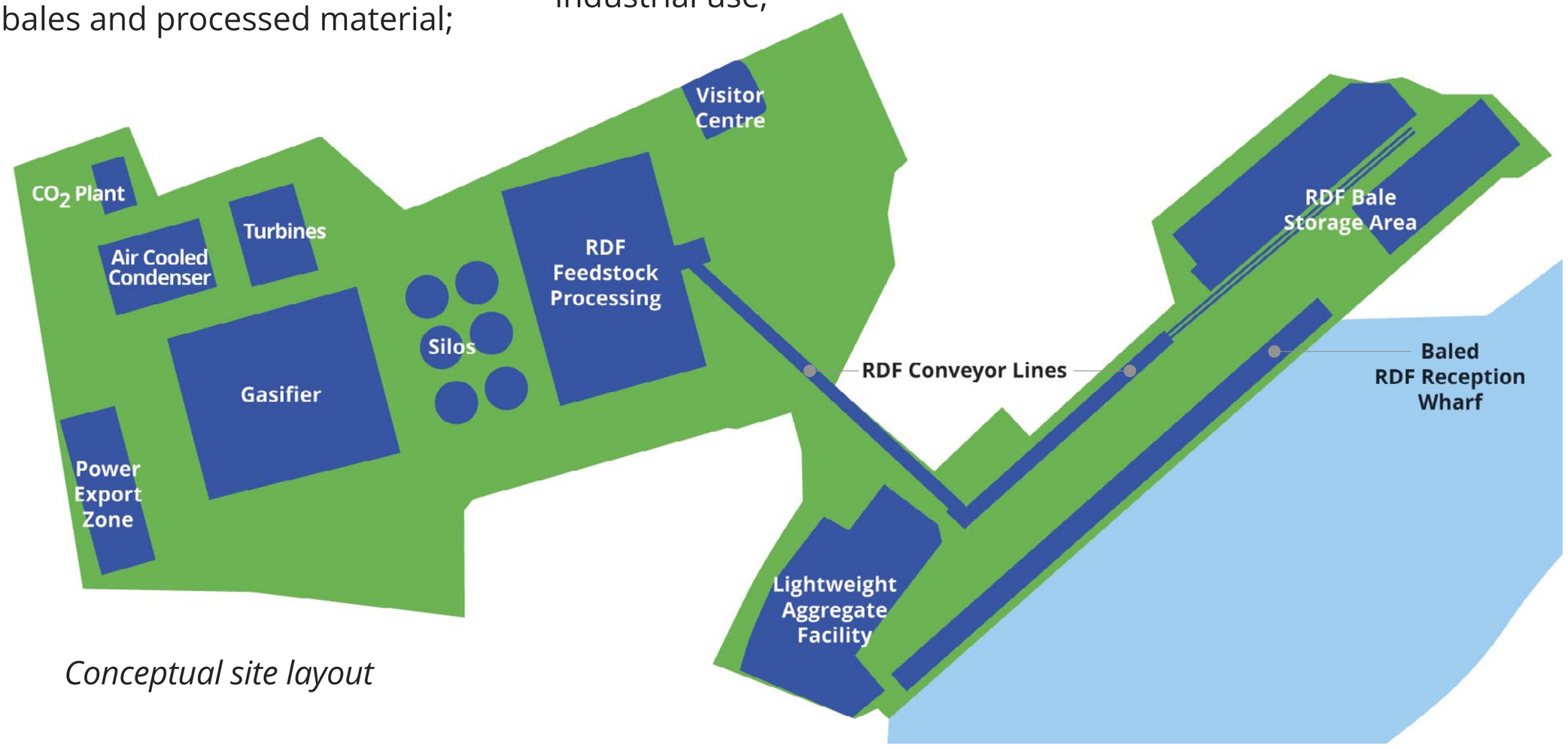
Proposed site boundary on bird's-eye view of the site



What will happen at the Facility?

The Facility comprises:

- A gasification facility comprising three gasification units and steam turbine generators to generate up to 102 MW (gross) of energy;
- A wharf with cranes and berthing points;
- A storage area for the temporary storage of Refuse Derived Fuel (RDF) bales;
- A processing facility for RDF preparation, including storage silos;
- Conveyors to transfer RDF bales and processed material;
- An on-site Grid Connection and sub-station to facilitate the export of up to 80 MW to the National Grid;
- A lightweight aggregate manufacturing plant to process the gasification facility residues into an aggregate product;
- A carbon capture facility, allowing a proportion of the carbon dioxide (CO_2) from one of the three gasification units to be captured and converted to high grade CO_2 for off-site industrial use;
- A storage area for lightweight aggregate product prior to removal (by ship) from the site; and
- Associated infrastructure including a visitor centre, car parking, onsite roads, site surfacing, site security, storage and workshop facility, weighbridge, fencing, site control centre, and welfare facilities.



Conceptual site layout

The Facility does not compete with recycling, because materials can and should be recycled where possible. It will only accept residual household waste.

However, the Facility will remove and segregate recyclable materials such as metal and inert materials (stones and glass) that have been disposed of by householders. This will be recycled locally.

What is gasification?

The process by which renewable energy will be generated at the Facility is called gasification. This process will use a fuel (or feedstock) called refuse derived fuel (RDF), made from non-recyclable household waste.

Gasification is a way of generating renewable energy.

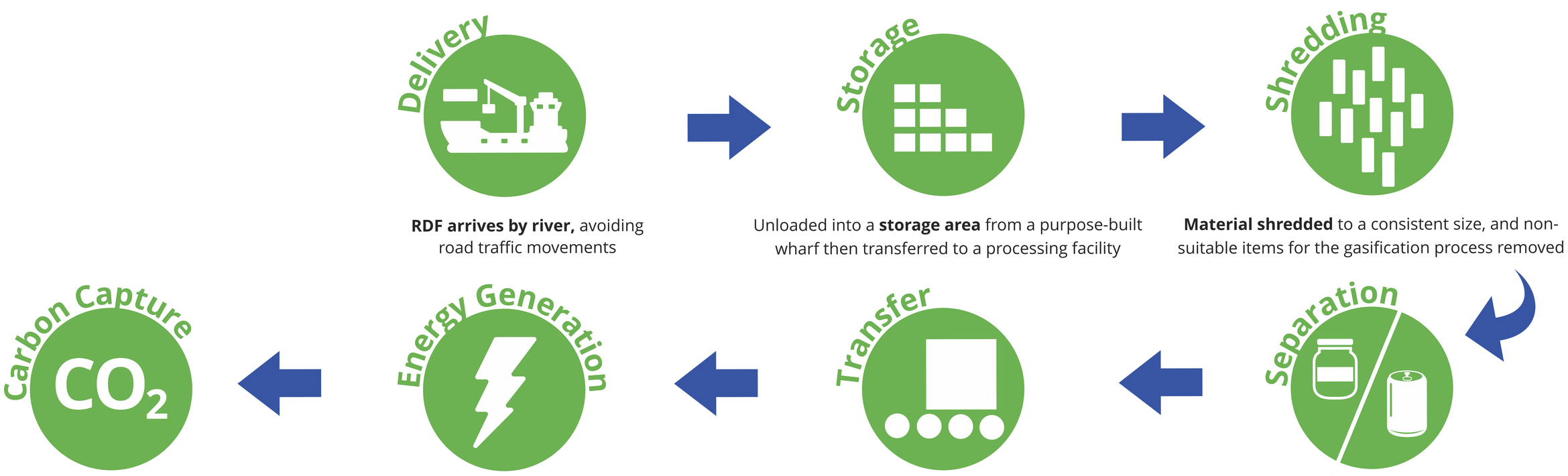
The processed RDF is introduced to a very hot environment in a restricted oxygen supply.

The lack of oxygen at this point means that the solid processed RDF fuel cannot combust. Instead, it is converted into a synthetic gas (syngas) by chemical reaction. This is different to traditional energy-from-waste incinerators, where the fuel is combusted.

The syngas is a fuel. The syngas is transferred to the next stage, where the temperature is increased and air is added into the system. This causes the syngas to combust which generates heat. This heat is converted into electricity by conventional steam turbines.

Gasification is more efficient and cleaner than conventional energy-from-waste facilities that use incineration because it is easier to combust the gas than solid material; and this process generates fewer emissions.

The process is as follows:



RDF arrives by river, avoiding road traffic movements

Unloaded into a **storage area** from a purpose-built wharf then transferred to a processing facility

Material shredded to a consistent size, and non-suitable items for the gasification process removed

Recyclable materials such as glass and metal captured separately and sent for recycling

Shredded feedstock transferred via sealed conveyor to the gasification facility

The feedstock is **converted into energy** using the gasification process

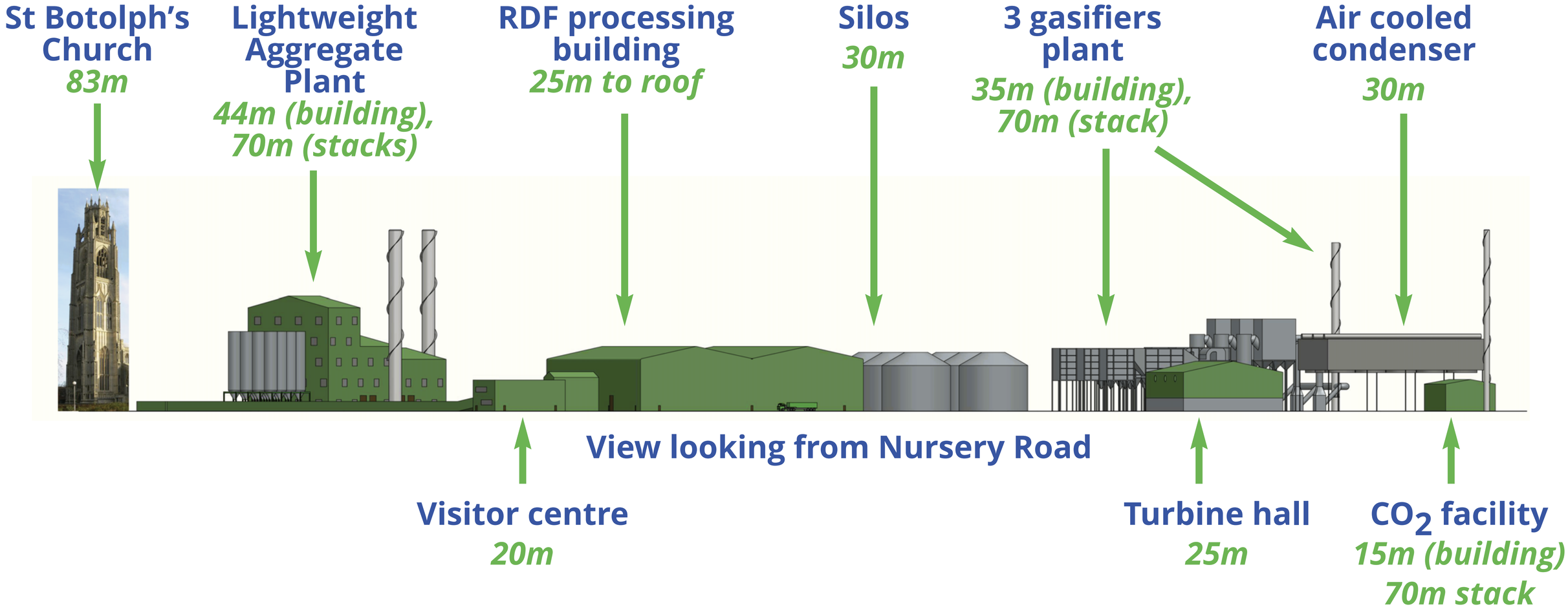
A **carbon dioxide (CO_2) recovery plant** will recover CO_2 to be reused off-site in a range of industries. Some will be retained on-site for use in fire prevention.

Around 80MW of power is **exported to the National Grid** via a grid connection and substation

Leftover ash will be captured at the gasification facility and transferred to the lightweight aggregates plant, where it is recycled on site to produce aggregates for use in the **construction industry**

The lightweight aggregate product will be **removed by ship**

What will the Facility look like?



Layout elements with a very approximate comparison to St Botolph's Church, Boston (not formally scaled)

Indicative view from Fishtoft

Indicative view from Havenside LNR

Indicative view from in front of St Nicholas' Church

Indicative view looking north from Silt Pit Lane near property Silt Pit Farm

The Preliminary Environmental Information Report (PEIR)

The purpose of the PEIR is to provide the preliminary environmental information which has been gathered to carry out an assessment of significant operational and environmental impacts of the project, from construction through to decommissioning.

The PEIR is available on the website:
www.bostonaef.co.uk

It comprises 114 separate documents, plans, figures and appendices. There is also a Non-Technical Summary, which reduces the PEIR into a summarised short report.

The PEIR's purpose is to identify what the potential adverse (or beneficial) impacts the Facility could have on people and the environment and then identify whether those impacts are significant or not. It will develop into an Environmental Statement (ES) which will comprehensively report on the likely significant effects of the Facility. The ES will be submitted with the application for the Development Consent Order (DCO).

Data collected from specific peer-reviewed sources, online data records, regulator and council data sources, as well as data obtained from surveys at and around the Application Site are used to inform the impact assessments. This allows site-specific issues to be identified and addressed. Experience and evidence are used to inform the assessment of impacts.

For each topic, the most relevant and latest guidance or best practice has been used so the assessment is tailored to each potential receptor.

Where impacts are identified as significant, further work has been carried out to assess how to make them less significant. This is called mitigation. We have identified the proposed mitigation in the PEIR to reduce the significance of impacts; or we have identified where there are gaps and what more work we need to do to identify appropriate mitigation to reduce the significance of impacts, and what additional consultation will be required to achieve this. The ES will build on, and complete this work.

Preliminary Environmental Information Report – Noise

A Noise and Vibration Assessment has been undertaken in consultation with key local stakeholders, including Boston Borough Council. This allows us to appropriately and proportionately assess the significance of potential noise and vibration impacts.

The receptors used for this assessment are shown on the map to the right.

'Significance' is identified where a noise level falls between a level which represents the lowest observable adverse effect and a level which represents a significant observed adverse effect. Where this is predicted, all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life whilst also taking into consideration the guiding principles of sustainable development. However, this does not mean that such effects cannot occur. An unacceptable observed adverse effect noise level should be prevented.

Preliminary Environmental Information Report

Noise *(cont)*

Construction Phase

OFF-SITE CONSTRUCTION TRAFFIC NOISE

An assessment of noise and vibration from off-site construction phase traffic was undertaken for average traffic numbers across the whole of the construction period; and peak construction traffic scenarios which represents the highest predicted traffic in any one week.

For the average construction traffic scenario, noise from construction traffic was not significant.

For the peak construction traffic period, construction traffic noise was predicted to be major adverse at the Nursery Road /Lealand Way junction and moderate adverse at Marsh Lane - East of Wyberton Low Road junction.

At all other traffic links, the impact was not significant.

Following the implementation of a Traffic Management Plan, the significance is expected to reduce to minor during the peak construction traffic scenario; this is a minor adverse. This is not considered significant in EIA terms, and the impact is temporary, short-term, infrequent and local.

CONSTRUCTION NOISE

Construction impacts will be temporary in nature and include noise and vibration generating activities associated with:

- Earthworks and general construction activities at the site, along the wharf and flood defence;
- Piling works during the wharf construction; and
- Heavy goods vehicles (HGVs) delivering to site.

An assessment of on-site construction phase noise has not yet been calculated. This relies on precise details about how long plant will be used on site per day and also for how many days. This has yet to be confirmed. The assessment will be carried out in accordance with relevant British Standards guidance and will be reported in the Environmental Statement.

It is recommended that an Outline Code of Construction Practice is provided. An OCoCP can include:

- Informing local residents about the construction works, including the timing and duration of any particularly noisy elements, and providing a contact telephone number to them;
- Avoiding operating particularly noisy equipment at the beginning and end of the day;
- Carrying out any piling using the quietest methods available, i.e. augured piling instead of driven piling;
- Keeping potentially noisy deliveries, such as skips and concrete, to the middle or less sensitive times of the day where possible;
- Locating noisy static plant, such as diesel generators, away from residential properties;
- Using the most modern equipment available and ensuring equipment is properly maintained; and
- Where possible, using silencers/mufflers on equipment.

Vibration impacts from construction works were determined to be of minor adverse significance. Therefore, no additional mitigation is required.

Operational Phase

Operational noise levels at nearby receptors due to the Facility were predicted to be above background noise levels at two receptors (R1 and R2) during day and night. There were no significant effects of noise at any of the other receptors.

The air-cooled condenser in the south-west of the site is the dominant noise source. Now that we have this information, we can work with the technology provider to alter its design to include attenuation measures to reduce the noise, for example by lowering its height or adding additional cladding.

With the incorporation of such mitigation measures, noise levels at nearby receptors due to the operation of the Facility were predicted to be negligible above existing noise levels at some receptors and the residual impacts were therefore considered to be minor adverse.

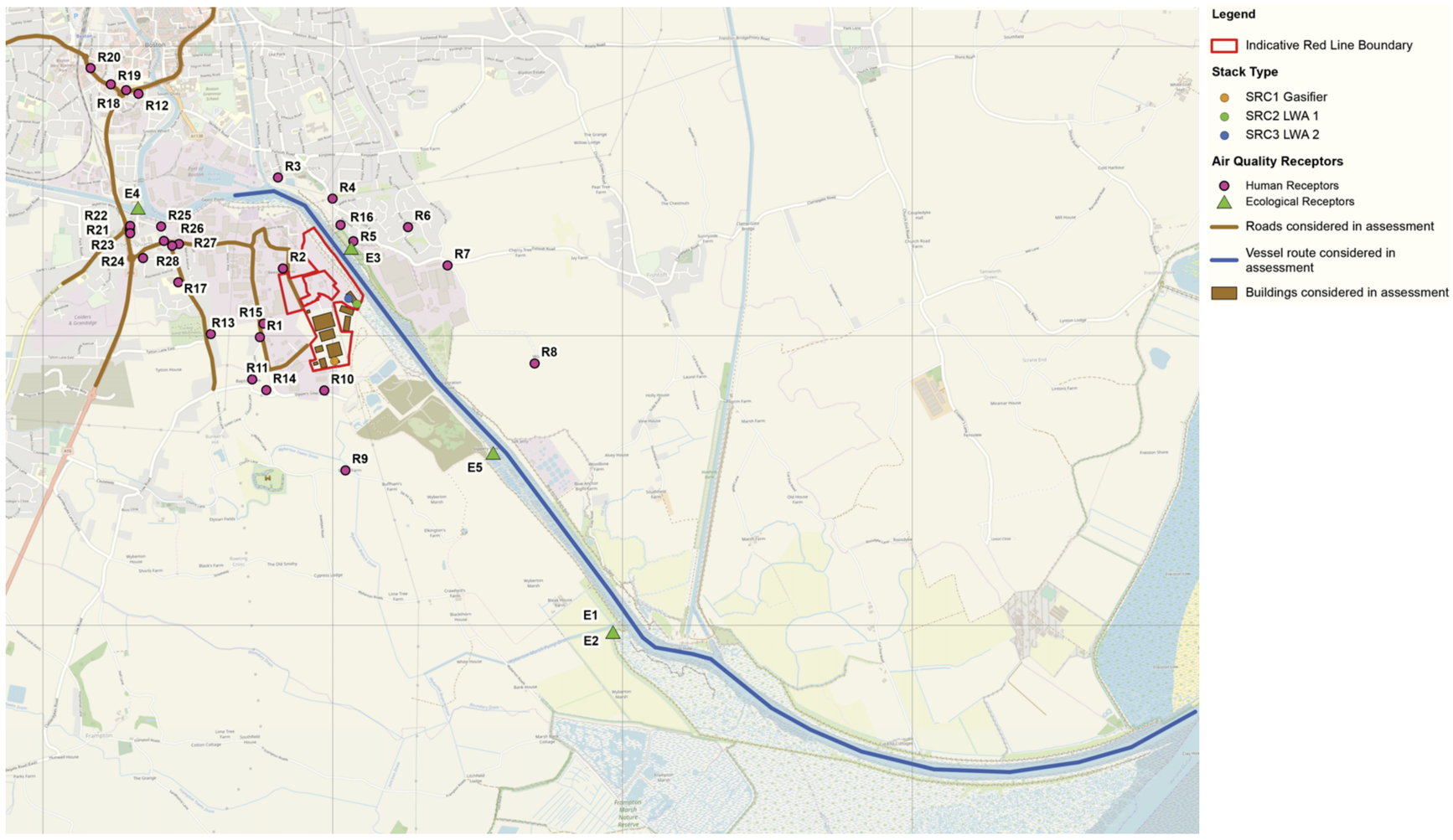
Vehicle movements generated by transportation of materials to and from the Facility by road or ship during the operational phase were assessed and considered to be not significant.

Preliminary Environmental Information Report

Air Quality

A preliminary air quality assessment of impacts during the construction and operation of the Facility was carried out, which provided an overview of existing air quality within the Study Area and allows us to understand what impact the Facility will have.

The receptors and model inputs (i.e. roads, vessel routes and Facility stacks and buildings) used in this assessment are shown on the map below.



CONSTRUCTION

An assessment has been undertaken to assess potential dust generated during construction of the Facility, in accordance with industry guidance. The guidance includes best-practice dust minimisation and suppression methods based on the level of risk of dust generation. With the implementation of the mitigation, impacts are considered to be not significant.

The air quality impact of road traffic emissions during construction of the Facility was predicted to be negligible at all but one human receptor and is considered to be minor adverse, in accordance with relevant guidance.

OPERATIONS

The current working height of the gasifier and lightweight aggregate stacks is 70 m, however this height will be subject to further sensitivity testing at the ES stage following further design of the Facility.

Emissions from all pollution sources associated with the Facility (stacks, road traffic and vessel emissions) have been predicted to result in pollutant concentrations below all the relevant Environmental Assessment Levels (EALs) at human receptor locations.

The contributions of benzo[a]pyrene produced by the Facility are below the required EALs, however there was a predicted exceedance due to the background concentrations used in the assessment already exceeding the EAL. Further work will be carried out for the ES into whether the background concentrations are representative of the study area or not, or whether these background contributions could be sourced from another monitoring station.

It is anticipated that the requirements of National Policy Statement for Renewable Energy Infrastructure (EN-3) will be met. This states that where a “proposed waste combustion generating station meets the requirements of the Waste Incineration Directive” (now contained in the Industrial Emission Directive (IED)), and “will not exceed the local air quality standards”, the Secretary of State “should regard the proposed waste generating station as having no adverse impacts on health.” We expect this to be achieved for the Facility following further work to be carried out for our Environmental Statement (ES).

The assessments have also predicted exceedances of the 24-hour oxides of nitrogen (NOx) and weekly hydrogen fluoride (HF) level at the Havenside Local Nature Reserve site at the closest point of the Facility. However, the preliminary assessment was conservative and weekly HF process contributions are considered to be an over-estimate.

Relevant mitigation approaches will be developed as part of our Environmental Statement (ES).

An assessment has also been undertaken to consider the impact of the deposition of pollutants which cause nutrification and acidification at designated ecological sites, including The Wash and North Norfolk Special Area of Conservation and The Wash Special Protection Area. Further work into the significance of these impacts will be carried out and presented in the ES.

Preliminary Environmental Information Report

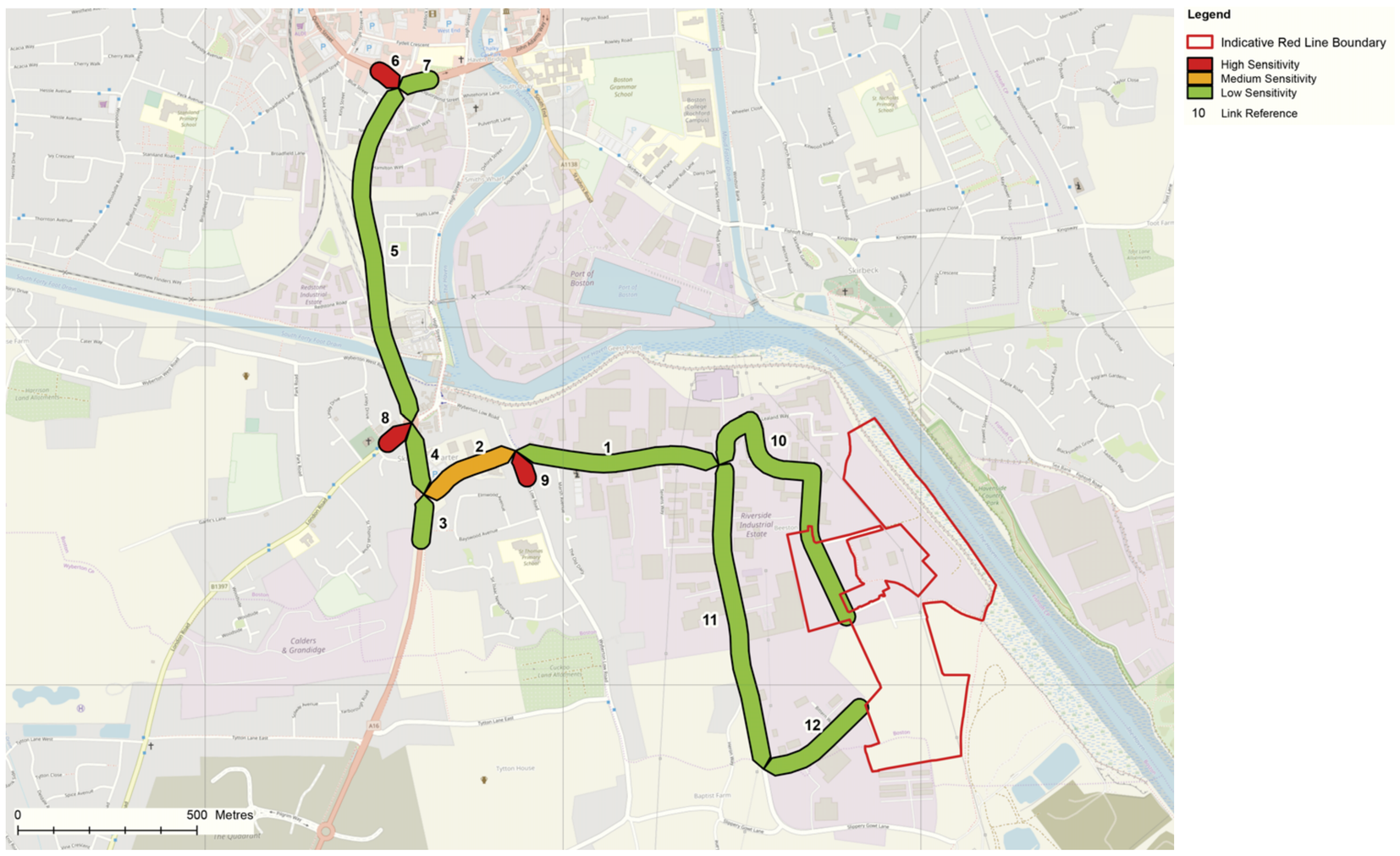
Traffic and Transport

Potential traffic and transport impacts have been assessed. This provides a review of the existing traffic and transport levels within the local area and identifies what effect the Facility could have during construction and operation.

The assessment considers 12 sections of routes (shown on the map below) and was informed through desktop studies, site visits, consultation with stakeholders and traffic surveys.

The potential impact was modelled based on daily and annual average usage.

When considered on an **annual average** basis, neither construction nor operations will have a significant impact on local traffic levels at any of the 12 sections.



However, based on **daily** average data, there will be a two-week period during the first two months of construction where HGV traffic travelling to the Facility will **increase substantially** at eight of the 12 route sections with Nursery Road/Lealand Way being most impacted.

The main factor causing this increase is the large-scale delivery of cement to site for construction.

The assessment also concludes a predicted residual impact of negligible to minor adverse for the effects of pedestrian severance, pedestrian amenity, road safety and driver delay.

POTENTIAL MITIGATION

Where appropriate, mitigation has been proposed to reduce the significance of moderate and major impacts (most notably it is proposed to divert traffic away from the A52 Liquorpond Street during peak construction).

The assessment is made on a worst-case basis. The assessment assumes that all cement is coming in mixer lorries, which cannot transport large volumes. Proposed mitigation to reduce this impact is to have a concrete batching plant on site for the construction period.

Mitigation measures will be secured through commitments contained in a Construction Traffic Management Plan. This will specify which routes must be followed to access the site for all visiting lorries; and appropriate access times outside of peak traffic hours on the routes in.

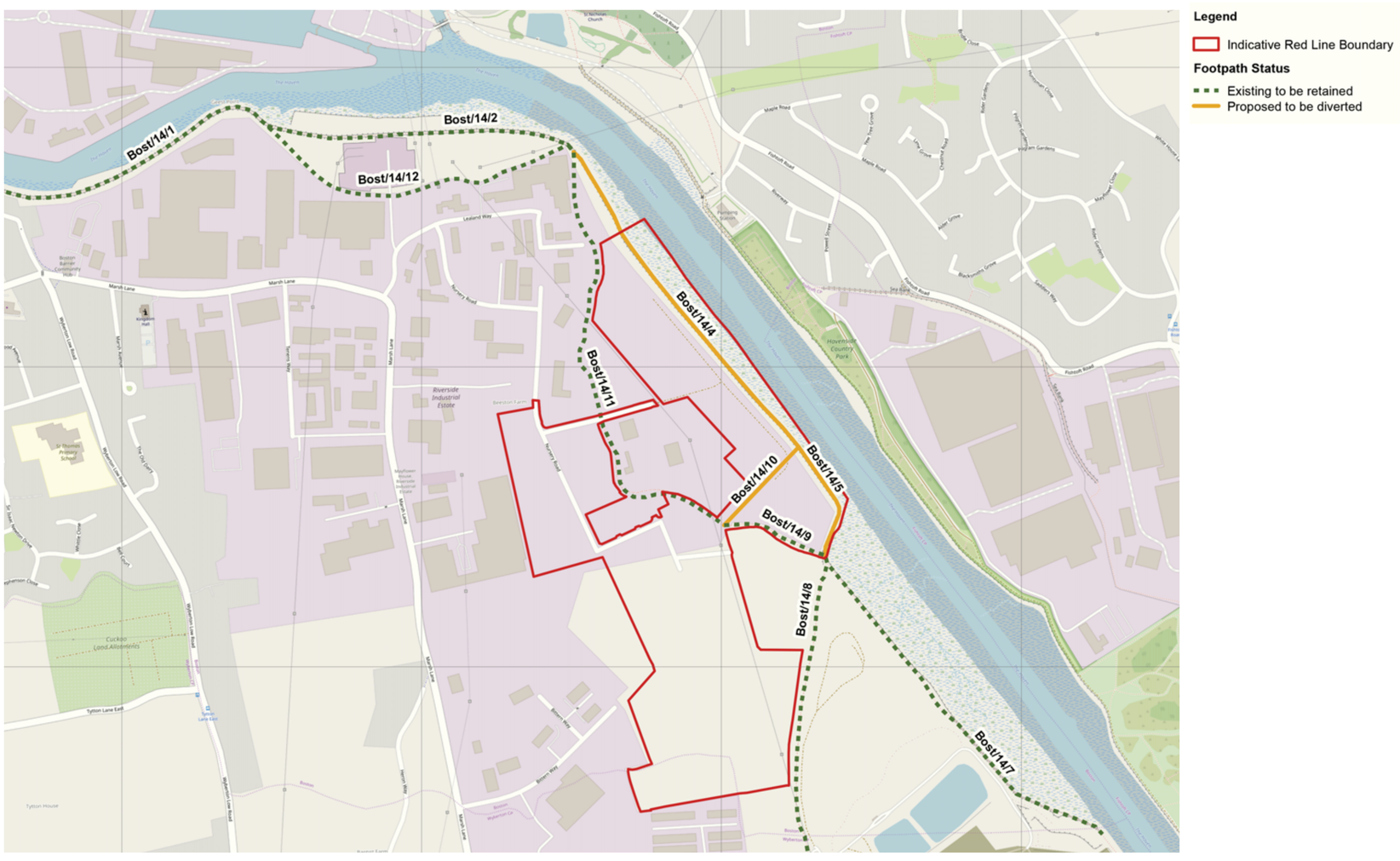
Further mitigation of these impacts will be developed as part of the Environmental Statement process.

Diversion of local footpaths

The construction of the wharf at the Facility will disrupt existing walking routes during construction. Some footpaths will need to be permanently closed.

Several sections of footpath running adjacent to or within the operational site will be permanently closed from the start of the construction period.

These are shown on the map below.



The closure would also affect the England Coast Path route which follows these footpaths, as does Macmillan Way.

These footpath closures and the proposed diversion route have been discussed with Lincolnshire County Council and Natural England.

The route of the footpath will cross a narrow section of the operational site. The assessment carried out as part of the PEIR concluded that because pedestrians would be routed near operational site traffic vehicles, this would decrease the relative pleasantness and potentially the safety of the journey, so this diversion is considered to result in a moderate adverse impact.

To mitigate this, and ensure the safety of pedestrians, measures will be put in place which could include traffic lights, barrier gates and monitoring of the crossing point. These details will be confirmed during the Environmental Statement phase.

To provide additional community benefit it has been discussed with Lincolnshire County Council to provide potential improvements to Bost/14/11 and Bost/14/09 such as:

- relocation of flood bank fencing;
- vegetation clearance;
- aesthetic improvements; and
- improving accessibility to the remaining routes in the area.

How will the Facility be constructed?

The construction period for the Facility is expected to start in 2021 and will take around 48 months to complete.

It is expected that there will be between 250-300 construction workers on site during peak periods of construction. Work will 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.

It is proposed that contractors will arrive on site by minibus, to minimise traffic.

The site will be designated into several areas, these are:	
1 Wharf	10 Air Cooled Condensers
2 Refuse derived fuel (RDF) bale storage area	11 Carbon Capture plant
3 RDF bale conveyors	12 Black start generators & fuel tanks
4 RDF Shredding & Recyclate recovery	13 Main stack & continuous emissions monitoring systems (CEMS)
5 Conveyors for shredded RDF to storage silos	14 Control Room
6 Silos	15 Power Export Island
7 Silo discharge conveyors to gasification plant	16 Offices and Visitors Centre
8 Gasification plant = three units	17 Operation & Maintenance stores
9 Turbine Hall	18 Cabling
	19 Outstanding plant connection

A comprehensive construction plan will be developed for each area to align with the overall delivery programme for safety, to define the appropriate method statements for each work package.

Details of construction phasing and proposed construction methods are in the process of being developed.

Next Steps

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

Phase Three consultation started on 25th June and closes on 6th August 2019.

This is our final consultation phase and represents the formal consultation in the pre-application stage.

Feedback received during Phase three consultation will be used to influence the design of the scheme prior to submission of the application for consent. So it is really important that you have your say.

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 the Development Consent Order (DCO) application is finalised. We plan to submit our application in quarter four of 2019.

Once the DCO application is submitted and accepted the Planning Inspectorate will identify all of the relevant Interested Parties that are stakeholders to the proposed development.

The Planning Inspectorate will hold a preliminary meeting, followed by a six-month period of examination, which will determine the final details of the proposed development and the proposed DCO. The Planning Inspectorate then has three months to make a recommendation to the Secretary of State, who then has three months to grant or refuse consent.

After the DCO application has been submitted, we will be working with the Environment Agency to develop the environmental permit application.

Following consent (anticipated in early 2021), we will prepare for construction and investment which will involve the appointment of contractors.

Prior to construction starting, we will have finalised detailed mitigation and construction plans in consultation with stakeholders and using contractors' expertise to address the requirements of the DCO.

Operation is anticipated to commence in 2025.

Where are we now?

WE ARE CURRENTLY HERE

Scoping

This stage is to agree with the regulators the issues and methodologies that will be considered within the Environmental Impact Assessment.

Pre-application Community engagement

Pre-application engagement with consultees and stakeholders ahead of the formal Development Consent Order (DCO) process.

Baseline Surveys

Baseline surveys are required to inform the assessment of impacts.

Assessment of Impact

Once the baseline information has been collected, an assessment of potentially significant environmental impacts, as a result of the development, can be undertaken.

Preliminary Environmental Information Report (PEIR) and statutory consultation

The preliminary findings of the impact assessment are reported at this stage. The PEIR is submitted for formal consultation with relevant stakeholders.

Environmental Statement

Following consideration of feedback from the PEIR consultation the assessment of impacts is completed and reported in the final Environmental Statement.

Consent Application

The application is submitted to the Planning Inspectorate which has 28 days to confirm acceptance.

Examination

Following acceptance of the application the Examining Authority will undertake a six-month examination of the proposed development.

Decision

Following the examination, the Examining Authority will make a recommendation to the Secretary of State within three months. The Secretary of State then has a further three months to make a final decision on the application.

REPORT

Boston Alternative Energy Facility - Appendix 5.21

Appendix 5.21 Phase Three 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
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Date:	23 March 2021

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Appendix 5.21 Phase Three A0 site layout map

This appendix contains a copy of the A0 site layout map shown at the Phase Three 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 (m³)	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

Feedstock Processing Facility building

Building height m	25

Eight shredder lines

Approximately 15% of the RDF input is segregated into:

- 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

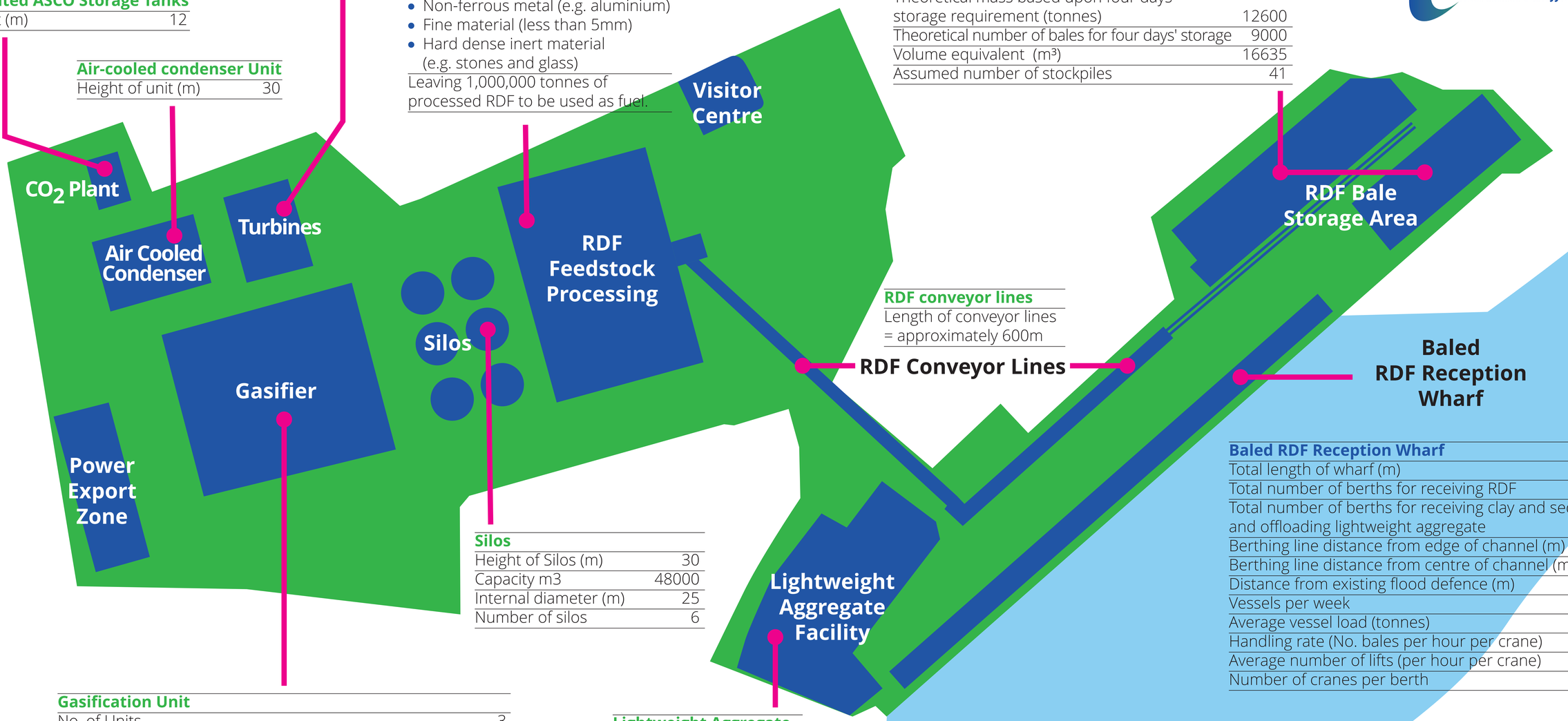
Hardstanding with sealed drainage.	
Bales Uncovered – but wrapped in plastic	
Max. permitted stockpile volume (m³)	450
Total stockpile storage requirement (days)	4
Theoretical mass based upon four days' storage requirement (tonnes)	12600
Theoretical number of bales for four days' storage	9000
Volume equivalent (m³)	16635
Assumed number of stockpiles	41

CO2 plant - Vertical vacuum insulated ASCO Storage Tanks

Height (m)	12

Air-cooled condenser Unit

Height of unit (m)	30



RDF conveyor lines

Length of conveyor lines = approximately 600m

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

Silos

Height of Silos (m)	30
Capacity m3	48000
Internal diameter (m)	25
Number of silos	6

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

Lightweight Aggregate

Height of LWA (m)	44

REPORT

Boston Alternative Energy Facility - Appendix 5.22

Appendix 5.22 Phase Three updated project brochure

Client:	Alternative Use Boston Projects Ltd
Planning Inspectorate Reference	EN010095
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Appendix 5.22 Phase Three updated project brochure

This appendix contains a copy of the project brochure which was updated at Phase Three.

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Introducing the
Boston Alternative Energy Facility

Photomontage view of the proposed facility at Year 1

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

The Nationally Significant Infrastructure Project is backed by Alternative Use Boston Projects Ltd, a privately-owned project company, and will generate approximately 102 MW* of renewable energy. 80MW* of this renewable energy will be exported to the National Grid and the rest will be used by the Facility. Electricity will be generated in a secure, clean and affordable way.

What's important about the Boston Alternative Energy Facility?

- The Facility will process over one million tonnes of refuse derived fuel (RDF – derived from non-recyclable household waste) sourced from UK suppliers. This will generate power that is approximately equivalent to the annual demand of 206,000 homes (equivalent to over 66% of the households in Lincolnshire)
- It will provide investment for the region's economy; we expect it to create around 80 jobs when operational and up to 300 during the construction phase
- It will mean that more than one million tonnes of RDF could be processed here out of the 3.5 million tonnes the UK currently sends abroad – so the UK benefits from generating energy from it rather than continental Europe
- Recovering energy from non-recyclable material is far better than it being sent to landfill

Photomontage view of the proposed facility at Year 1

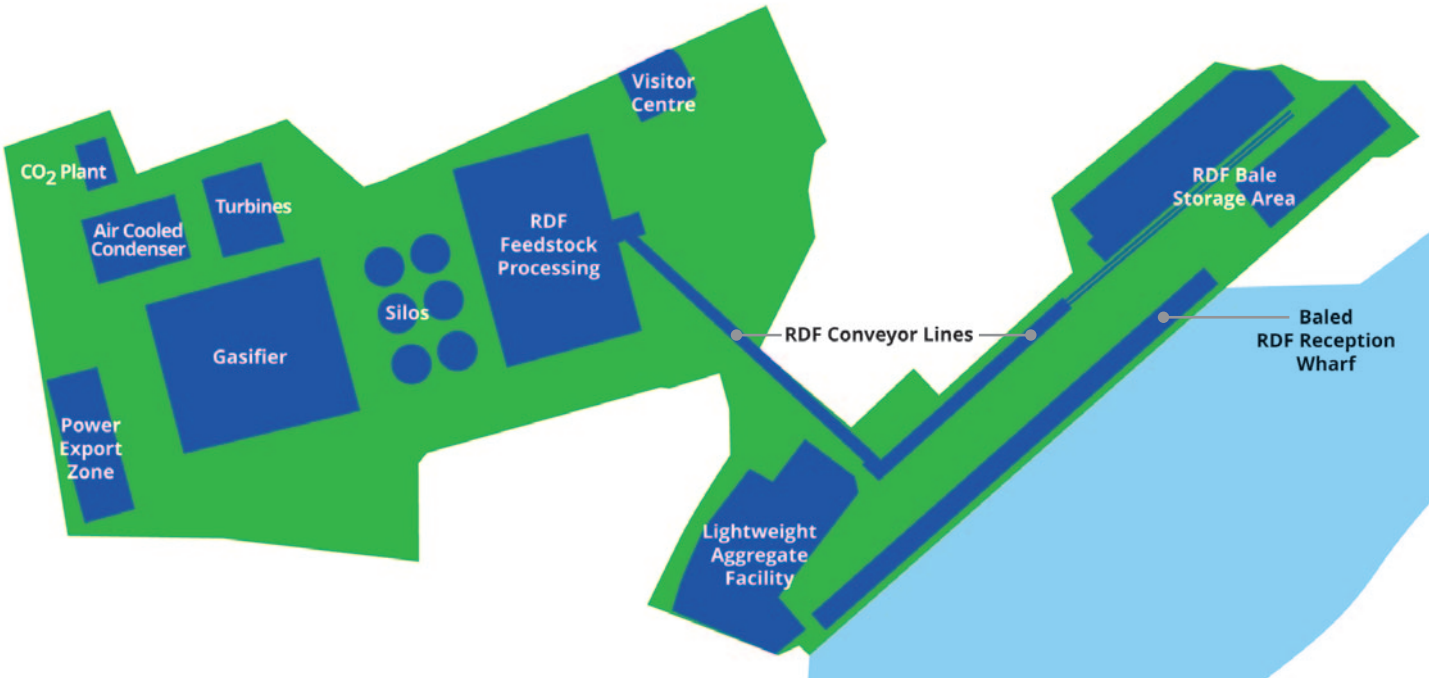
What will happen at the Boston Alternative Energy Facility?

The process by which renewable energy will be generated is called gasification.
This process will use a fuel (or feedstock) called refuse derived fuel (RDF). The RDF is made from residual household waste. This is waste that the householder has separated from recyclable waste. It is often called 'black-bag waste'. This material will be screened to ensure it does not contain unsuitable material, then it will be baled and transported by ship to the Boston Alternative Energy Facility from UK ports. This will minimise road traffic movements to and from the site.

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

* MW hour equivalent

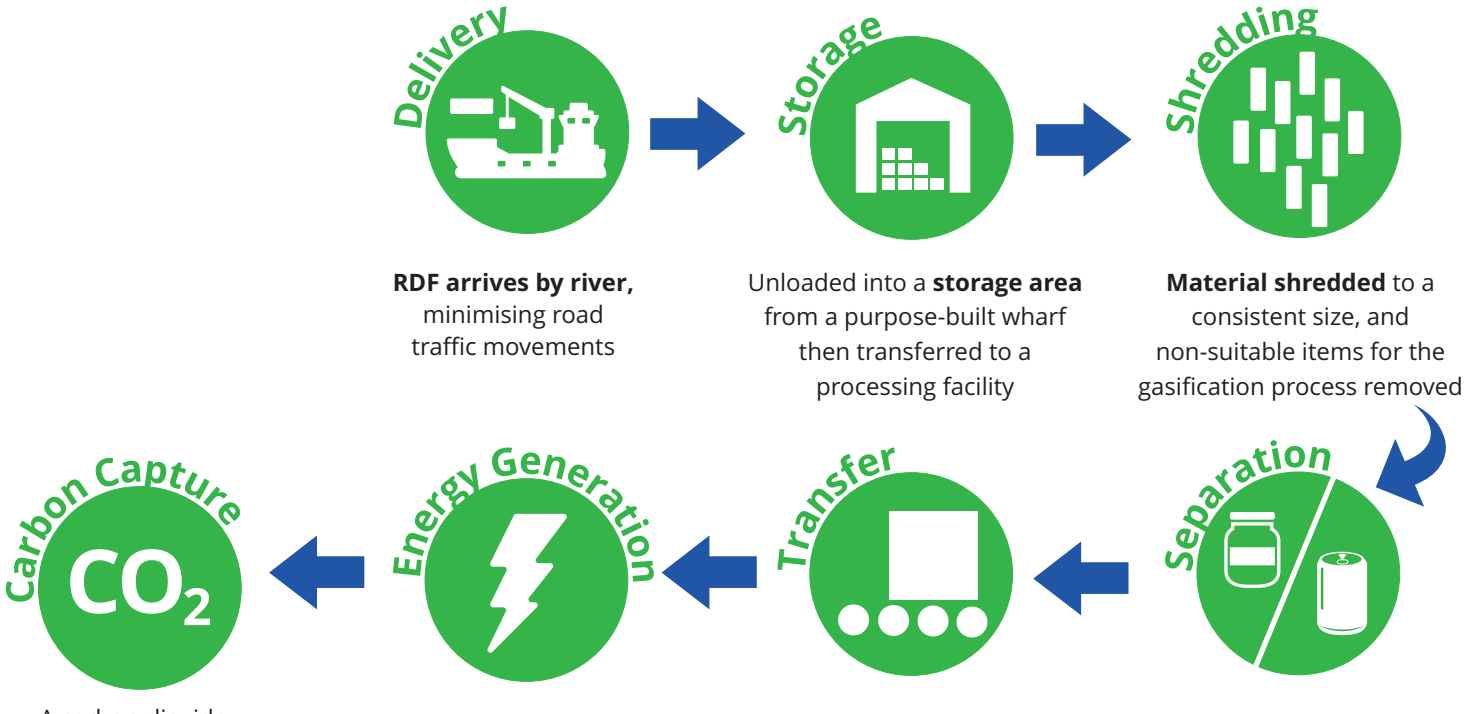
Conceptual site layout



The proposed development includes:

- a wharf with cranes and berthing points for up to three ships;
- a storage area to temporarily store the incoming RDF bales from ships pending processing;
- a processing facility to prepare the feedstock to a consistent specification, including storage silos. The processing facility will also separate out any recyclable metals, glass and other inert material that were not originally removed by the householder;
- conveyors for transferring the incoming RDF bales, and the processed material;
- three gasification units and steam turbine generators that will generate power, which will then be exported to the National Grid via an on-site grid connection and substation;
- a lightweight aggregate manufacturing plant to process the residues from the gasification process into an aggregate product;
- infrastructure required for carbon capture, allowing a proportion of the carbon dioxide (CO_2) from the gasification facility to be captured and converted to high grade CO_2 for off-site industrial use;
- a storage area for loading of the lightweight aggregate onto a ship for removal from the site; and
- associated infrastructure (including the visitor centre, car parking, onsite roads, site surfacing, site security, fencing and site control centre) and welfare facilities.

The process is as follows:



RDF arrives by river, minimising road traffic movements

Unloaded into a **storage area** from a purpose-built wharf then transferred to a processing facility

Material shredded to a consistent size, and non-suitable items for the gasification process removed

Recyclable materials such as glass and metal captured separately and sent for recycling

Shredded feedstock transferred via sealed conveyor to the gasification facility

The feedstock is **converted into energy** using the gasification process

A carbon dioxide (CO2) recovery plant will recover CO2 to be reused off-site in a range of industries. Some will be retained on-site for use in fire prevention.

Around 80MW* of power is **exported to the National Grid** via a grid connection and substation

Leftover ash will be captured at the gasification facility and transferred to the lightweight aggregates plant, where it is recycled on site to produce aggregates for use in the **construction industry**

The lightweight aggregate product will be **removed by ship**

What is gasification?

Gasification is a way of generating renewable energy.

It involves the conversion of the organic materials in the processed RDF into a synthetic gas (syngas) by chemical reaction in a restricted oxygen supply.

The process of producing the syngas does not involve combustion of the solid RDF, so the facility is **not** an incinerator.

The syngas is a fuel. The syngas is then combusted to generate heat, which is converted into electricity by conventional steam turbines.

Gasification is more efficient and cleaner than conventional energy from waste facilities that use incineration.

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

What do you think?

In order to shape our proposals, it's really important to us that the **local community** and **other stakeholders** have the **opportunity to influence the plans**. We have already held two rounds of consultation events and will be holding a **third phase in June and July 2019**. These events allow us to collect feedback from attendees and, where possible, use it to finalise the plans for Boston Alternative Energy Facility.

How can I have my say?

We are committed to honest, open and effective two-way engagement with those local to Boston Alternative Energy Facility.

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

We have taken a three phase approach to pre-application consultation, with the second and third stage offering the opportunity to see how feedback from the earlier phases has shaped the plans.

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

Our timeline for using the Development Consent Order (DCO) process

As Boston Alternative Energy Facility will **generate more than 50MW of renewable energy**, it is classed as a **Nationally Significant Infrastructure Project**. This means we need a Development Consent Order (DCO) under the Planning Act 2008 to allow it to be constructed and operated.

1. We held the **first phase of pre-application consultation** in September 2018. Phase One comprised non-statutory, informal consultation as the development was in its early stages

2. A second phase of **informal, non-statutory consultation** was held in February 2019 and built on the first phase of consultation

We are here

3. **We are now in Phase Three of consultation.** This is the statutory phase of consultation and runs from June to August 2019. During this phase we will be presenting the Preliminary Environmental Information Report (PEIR) and asking for feedback on the updated proposals

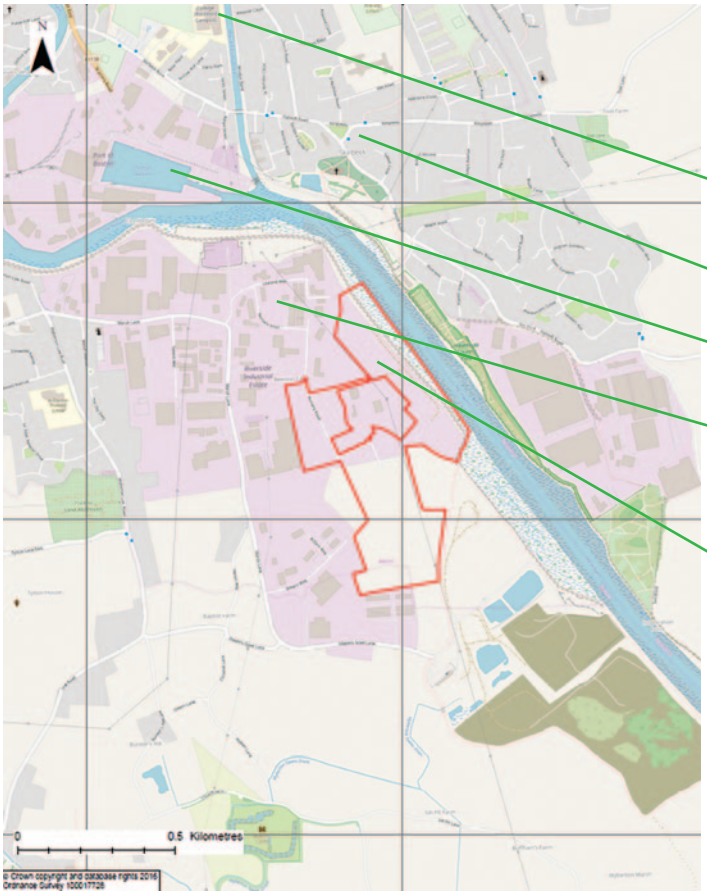
4. After reviewing feedback from pre-application consultation, we will submit an application for a Development Consent Order to the Planning Inspectorate

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

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

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

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



Location of Boston Alternative Energy Facility

Town Centre

Skirbeck

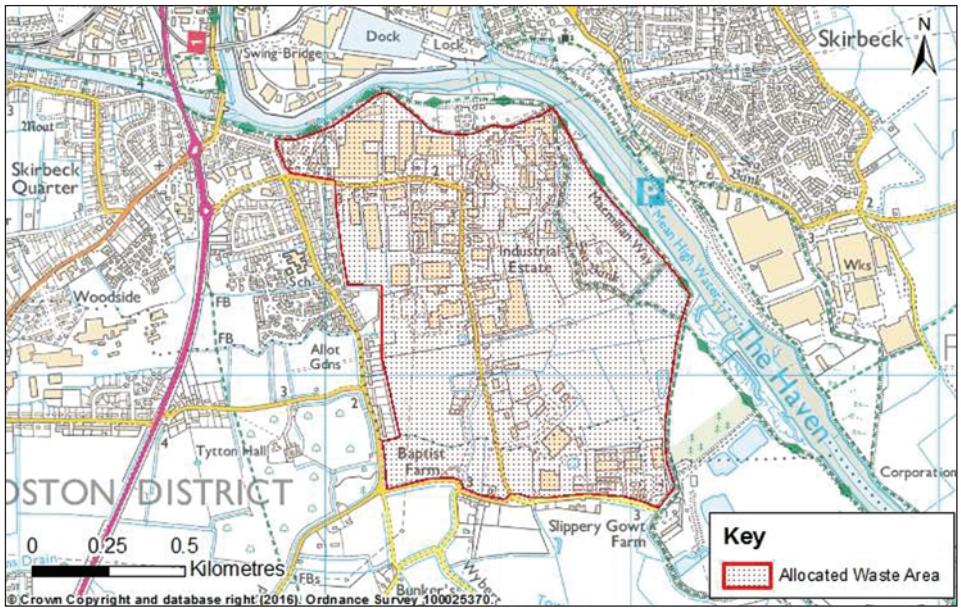
Port of Boston

Riverside Industrial Estate

Boston Alternative Energy Facility

Lincolnshire Minerals and Waste Allocation

The site is within a larger area of land which has been allocated in the Lincolnshire Minerals and Waste Local Plan as a suitable location for waste management related development.



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June 2019 v2

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

www.bostonaef.co.uk

Contact Boston Alternative Energy Facility via:

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REPORT

Boston Alternative Energy Facility - Appendix 5.23

Appendix 5.23 Non-technical summary of the Preliminary Environmental Information Report

Client:	Alternative Use Boston Projects Ltd
Planning Inspectorate Reference	EN010095
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Appendix 5.23 Non-technical summary of the Preliminary Environmental Information Report

This appendix contains a non-technical summary of the Preliminary Environmental Information Report issued during Phase Three.

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REPORT

Boston Alternative Energy Facility

Non-Technical Summary

Client: Alternative Use Boston Projects Ltd

Reference: PB6934-RHD-01-ZZ-RP-N-2026
Status: 0.1/Final
Date: 17 June 2019

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Boston Alternative Energy Facility

Royal HaskoningDHV
Enhancing Society Together

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Status:	0.1/Final
Date:	17 June 2019
Project name:	Boston Alternative Energy Facility
Project number:	PB6934-RHD-01-ZZ-RP-N-2026
Author(s):	Patrick Moan, Dean Curtis, Ian Dennis, Helena Wicks, Phil Garvey, Claire Smith, Sarah Marjoram, Charlotte Goodman, Christa Page, David Brew, Melisa Vural, Ryan Eldon, Joe Parsons, Ross Lillico (Lichfields), Mike Estell (DRaW Ltd)
Drafted by:	Ashleigh Holmes, Reinier Zoutenbier
Checked by:	Gary Bower
Date / initials:	GB 17/06/2019
Approved by:	Gary Bower
Date / initials:	GB 17/06/2019

Classification
Project related

Table of Contents

1 Introduction

1.1 About this Document

1.1.1 This Document is the Non-Technical Summary (NTS) of the Preliminary Environmental Information Report (PEIR) for the proposed Boston Alternative Energy Facility, a land-based power generation facility.

1.1.2 This document provides a summary of the project, the site selection process and the key preliminary findings of the Environmental Impact Assessment (EIA). The Facility is considered to be an 'EIA development' for the purposes of the 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017' ('the EIA Regulations').

1.1.3 The purpose of the PEIR is to provide the preliminary environmental information which has been gathered to carry out an assessment of the key likely significant effects of the project, from construction through to decommissioning.

1.1.4 The Facility is a National Significant Infrastructure Project (NSIP) under the Planning Act 2008. This is because it is a land-based power generation facility generating more than 50 Megawatts (MWe). Consent for the Facility would therefore require a Development Consent Order (DCO) to be submitted to the Planning Inspectorate, who will determine the application on behalf of the Secretary of State.

1.1.5 The Environmental Statement (ES) which will outline the full EIA for the project, will be informed by stakeholder responses to the PEIR. The ES will accompany the DCO application for development consent and will be submitted to the Planning Inspectorate in late 2019.

1.2 Next Steps

1.2.1 The PEIR will be subject to statutory consultation in accordance with Section 42 'Duty to Consult' of the Planning Act 2008 and Regulation 13 of the EIA Regulations. The consultation will start on 25 June 2019 and will close on 6 August 2019. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have.

1.2.2 AUBP Ltd will further refine the project design and EIA based upon the consultation responses received in relation to the PEIR. The final results of the EIA will be presented in an Environmental Statement and a summary of all the consultation responses received will be presented in a Consultation Report, both of which will accompany the DCO application to be submitted in circa late 2019.

1.3 The Proposed Development

1.3.1 The Facility is to be located at the Riverside Industrial Estate, Boston, Lincolnshire. The Riverside Industrial Estate is adjacent to the tidal River Witham (known as The Haven) and down-river from the Port of Boston. The location and indicative 'red line' boundary of the Facility is shown in **Plate 1** below.

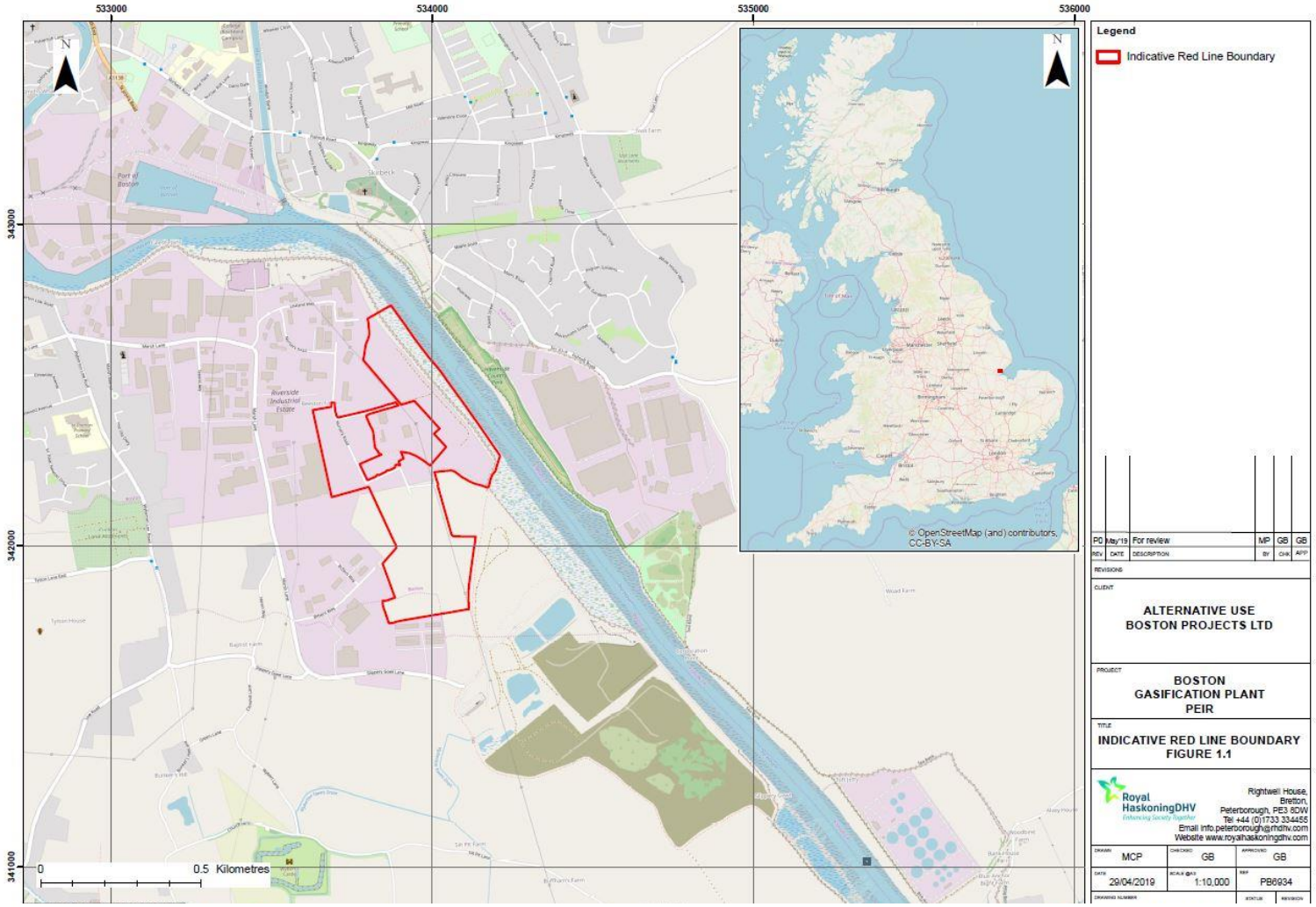

Plate 1 Indicative Red Line Boundary

1.3.2 The Facility will have a total generating capacity of 102 MWe (gross) of renewable energy and it will deliver approximately 80 MWe (net) to the National Grid. The Facility will use the sort of waste that the householder separates from their recyclable waste. This is called 'residual' waste. This can be used as a fuel. This is called refuse derived fuel (RDF) and this will be sent to the Facility to be used to generate the energy to generate energy. The process for generating power is called gasification, and this document explains this process later.

1.3.3 The Facility will comprise the following main elements:

- A wharf and associated infrastructure (including re-baling facility, workshop, transformer pen and welfare facilities);
- A RDF bale storage areas, including sealed drainage with mobile plant for transferring bales;
- Conveyor system between the RDF storage area and the RDF processing building part of which is open and part of which is under cover (including thermal cameras);
- RDF processing building and associated infrastructure (including photo-voltaic roof panels, conveyor system to storage silos, 'fines' de-stoning plant, water tanks and transformer pen);
- Processed RDF storage silos and 'metered' conveyor system into the gasification plant and liquid nitrogen silos;
- Gasification plant comprising three separate 34 MW_e gasification lines and associated ductwork and piping, transformer pens, diesel generators and stack;
- Turbine plant comprising three steam turbine engines, make-up water facility and associated piping and ductwork;
- Air-cooled condenser structure, transformer pen and associated piping and ductwork;
- Lightweight Aggregate (LWA) manufacturing plant comprising four kiln lines, two filter banks with stacks, storage silos, a dedicated berthing point at the wharf, silt storage and drainage facility, clay storage and drainage facility, LWA workshop, interceptor tank, LWA control room, aggregate storage facility and plant for loading aggregate / offloading clay or silt;
- Electrical export infrastructure;
- Carbon dioxide (CO_2) recovery plant and associated infrastructure, including chiller unit; and

- Associated site infrastructure, including site roads, pedestrian routes, car parking, site workshop and storage, security gate, control room with visitor centre and site weighbridge.

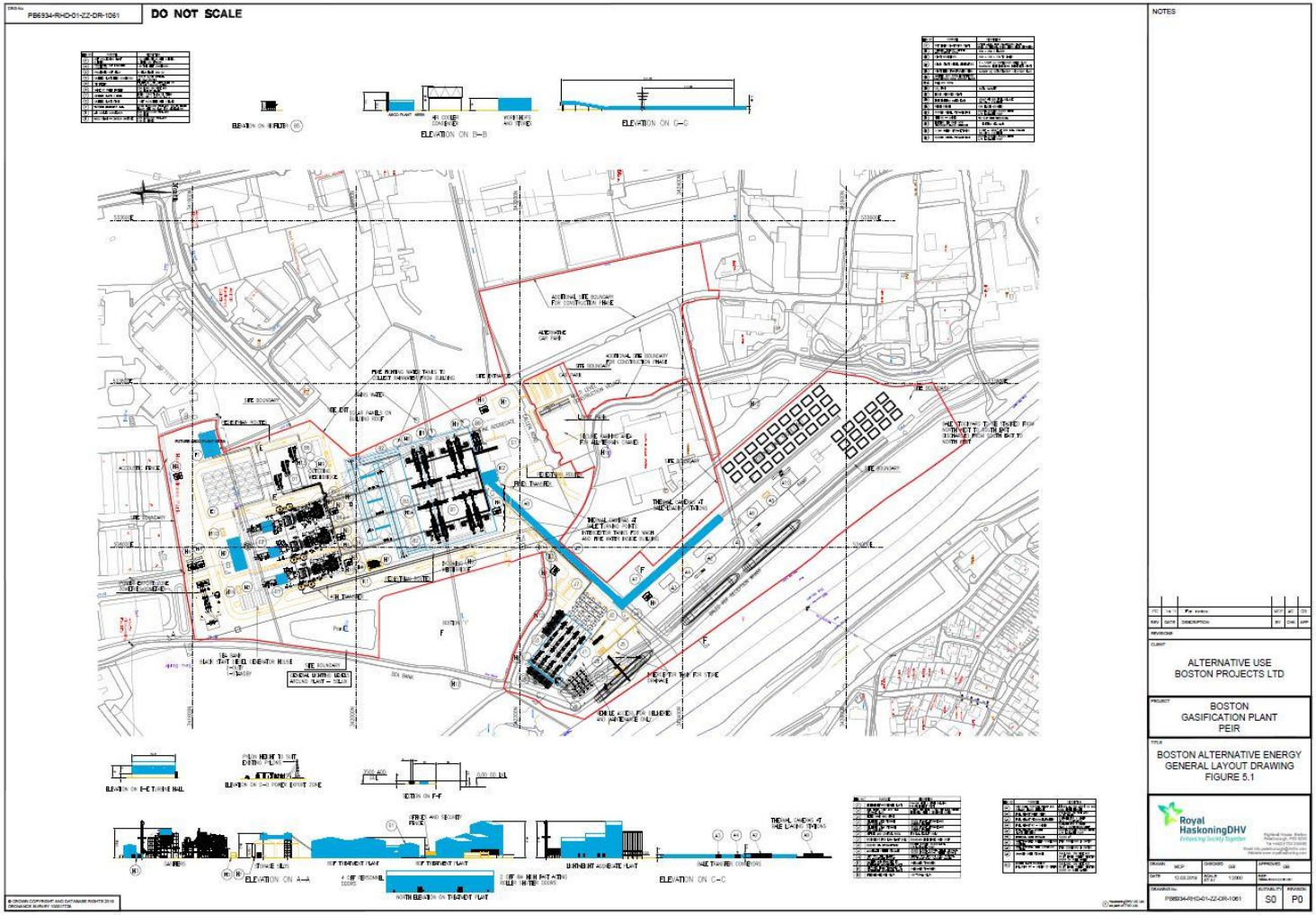

Plate 2 General Layout

1.3.4 The elements of the Facility are shown in **Plate 2**. The construction period for the whole development is anticipated to be up to 48 months.

1.3.5 The Facility will be designed to operate for an expected period of at least 25 years, after which it may be decommissioned. The wharf structure will replace a section of the current primary flood defence bank and will form a permanent structure that is not anticipated to be decommissioned.

1.3.6 This NTS is intended to act as a high-level, stand-alone document to provide an overview of the environmental impacts of the proposed project in non-technical language. For further detailed information, the full PEIR should be referred to. This can be found at:

- https://www.bostonaef.co.uk/ or
- https://infrastructure.planninginspectorate.gov.uk

1.4 The Developer

1.4.1 Alternative Use Boston Projects Ltd (AUBP Ltd) is the Applicant undertaking the development and securing funding for the Facility. AUBP Ltd is a privately-owned company with core business in Energy from Waste, specifically renewable electricity projects producing “Green Energy”.

1.4.2 Royal HaskoningDHV was commissioned by AUBP Ltd to coordinate the DCO process and produce the environmental documentation necessary to consider the Facility’s impacts on all environmental receptors.

1.4.3 Royal HaskoningDHV is supported through the EIA process by several additional consultants who are responsible for particular specialist topics.

1.5 Project Need

1.5.1 The ‘need’ that exists for new power generating infrastructure, such as the proposed Boston Alternative Energy Facility (‘the Facility’), is confirmed in National Policy Statements (NPS). These NPSs are used by the Secretary of State on to make decisions on nationally significant energy infrastructure like the Facility.

1.5.2 The relevant NPSs (EN-1 and EN-3) establish an urgent and substantial need for new energy generation infrastructure, with the desire for it to be renewable or low carbon, to achieve climate change targets.

1.5.3 The Applicant is mindful of the current waste situation in respect of UK waste being treated overseas, the impact of the restriction on waste imports into far eastern countries and dwindling UK landfill capacity. These factors were key drivers for the Applicant to seek

to capture as much currently exported or landfilled RDF as possible, and to develop the cleanest, most efficient plant possible.

1.5.4 There were many reasons for choosing gasification as the technology process for the Facility

including economies of scale; diversion of waste from landfill and abroad and the potential for carbon dioxide capture for reuse.

1.5.5 The 'Do Nothing' scenario is not considered appropriate given the established need for new low carbon energy generation in the UK and doing nothing would prevent this significant investment in the local economy and employment.

1.6 Site Selection and Consideration of Alternatives

1.6.1 The site of the Facility is considered appropriate for the following reasons:

1.6.1.1 the site is identified as appropriate site for this kind of facility in Lincolnshire County Council's planning allocation policies as well as having other local planning policy support:

- The location directly adjacent to a navigable watercourse provides a means of delivery of RDF and export of materials, which significantly reduces the amount of road vehicle trips;
- There is sufficient footprint to accommodate the required plant and equipment for the Facility;
- It is considered technically feasible to connect to the electricity distribution network on site;
- The site is not directly situated within any environmental designation. It is within a flood zone, however it benefits from flood defences; and
- It is located within an existing urban/industrialised environment, with an existing biomass gasification plant located next door.

1.7 The Environmental Impact Assessment Process

1.7.1 The Environmental Impact Assessment (EIA) considers all relevant topics covered under the three general areas of physical environment, biological environment and human environment. The topics to be included in the EIA were agreed with the Planning Inspectorate and other stakeholders.

1.7.2 As part of the process, a detailed description of the current baseline environmental conditions has been identified, through a combination of desk-based studies, consultation and on-site surveys.

1.7.3 Impacts associated with the construction, operation or decommissioning of the project have been identified, and an assessment made on the significance of potential impacts using appropriate methodologies.

1.7.4 Where it has been identified that the development is likely to give rise to 'significant environmental impacts', specified 'mitigation' measures have been proposed to avoid impacts or reduce them to acceptable levels and, if possible, to enhance the environment. Mitigation will be agreed through ongoing consultation with the relevant authorities.

1.7.5 The process also considers:

- Inter-relationships, where impacts to one receptor can influence another (for example an impact on a fish population may lead to reduced prey for birds and marine mammals);
- Cumulative impacts, where the project will be considered alongside the predicted impacts of other sizable construction projects in the nearby area; and
- Trans-boundary impacts, where activities in other countries may be impacted.

1.8 Structure and Content of the PEIR

1.8.1 The PEIR comprises three volumes:

- Volume 1: Preliminary Environmental Information Report chapters (chapter list shown in **Table 1**);
- Volume 2: Appendices; and
- Volume 3: Figures

Table 1 PEIR Chapter List

Chapter Type	Chapter Number	Title
Introductory	1	Introduction
	2	Project Need
	3	Policy and Legislative Context
	4	Site Selection and Assessment of Alternatives
	5	Project Description

	6	EIA Methodology
	7	Consultation
Topic-specific Scheme Wide Aspects	8	Cultural Heritage
	9	Landscape and Visual Impact
	10	Noise and Vibration
	11	Contaminated Land, Land Use and Hydrogeology
	12	Terrestrial Ecology
	13	Surface Water, Flood Risk and Drainage Strategy
	14	Air Quality and Odour
	15	Marine Water and Sediment Quality
	16	Estuarine Processes
	17	Marine and Coastal Ecology
	18	Navigational Issues
	19	Transport
	20	Socio-Economics
	21	Climate Change
	22	Health Impacts
	23	Waste
	24	Transboundary Impacts
	25	Summary
		Non-Technical Summary

2 Project Description

2.1 Construction

2.1.1 The overall construction period will be at worst case 48 months from 2021 to 2025. It is expected that there will be between 250-300 construction workers at peak construction. Construction activities will 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.

2.1.2 Details of construction phasing and proposed construction methods are in the process of being developed.. The outline process for each element is below.

Wharf

2.1.3 The wharf will be built, replacing sections of the current flood defence bank and will comprise the quay wall, the main area of the wharf (which will provide the flood defence line), and an area behind the wharf for associated infrastructure.

2.1.4 The wharf facility will include a berthing pocket to allow ships to safely dock at the wharf without restricting the navigable channel of The Haven. The berthing pocket will be constructed by dredging and excavation of the mud flats and land to the edge of the proposed wharf. Most of these construction works would be carried out by land-based equipment, because floating plant moored within the main channel could obstruct

2.1.5 The deck structure would be constructed by first driving the piles and then constructing the deck. The Contractor would work from the shore outwards, using the installed piles as part of the temporary works for construction of the structure further offshore.

RDF Silo

2.1.6 The RDF silo bases will be piled and concrete poured for the base and then the silos will be constructed via slip forming concrete. Slip forming is a continuous process and 24 hour working is required for this. Roofs will be constructed and lifted onto the silos. The six silos will be constructed in pairs taking approximately 35 days per pair.

RDF Processing

2.1.7 Following construction of the silos the RDF feedstock processing plant will begin construction. The foundations will be piled and concrete will be poured to form the hall base. Commissioning will take around 100 days. Overall from piling to commissioning will take approximately 28 months.

Gasifiers

2.1.8 The three gasifiers will have staggered start dates. Line 1 (western most gasifier), will begin construction first, then line 3 (eastern most gasifier) approximately two months later and line 2 approximately one month after that.

2.1.9 Following installation there will be commissioning for around four months, after which there will be a stage of de-snagging before further commissioning for another four months (approximately) with another period of de-snagging for each line after this.

2.1.10 Overall from the beginning of line one to the end of commissioning and de-snagging, construction of the three lines of gasification plant will take approximately 43 months.

Lightweight Aggregate Facility

2.1.11 Foundations for the lightweight aggregate facility building will be piled before the base slab is cast. The four kilns will be produced off-site (taking around five months each to be produced) and then shipped to site. The lightweight aggregate forming equipment will then be procured (also taking around five months) and then shipped to site.

2.1.12 Overall, the LWA facility will take approximately 19 months to be constructed (including detailed design).

General

2.1.13 Top soil will be removed across the site and the site will be graded using imported stone. The proposed cut and fill balance for the site has yet to be determined.

2.1.14 HERAS-style fencing will be erected around the site (an estimated fence distance of 4 km).

2.1.15 The site incorporates areas of temporary use during the construction phase. There are two areas shown on **Plate 2** one to the west of Nursery Road and the other to the east of it.

2.1.16 These are provided to accommodate all construction laydown, and fabrication; with welfare provision and construction site offices within the Application Site boundary. On completion of the construction phase these laydown areas will not be used for any operating plant. However, the site car park is likely to be located in the western laydown area.

2.1.17 Contracts with companies involved in the construction works will incorporate environmental control, health and safety regulations and current guidance with the intention that construction activities are sustainable and that all contractors involved with the construction stages are committed to agreed best practice and meet relevant environmental legislation.

2.2 Operation

2.2.1 **Plate 3** provides a summary of the operational processes:

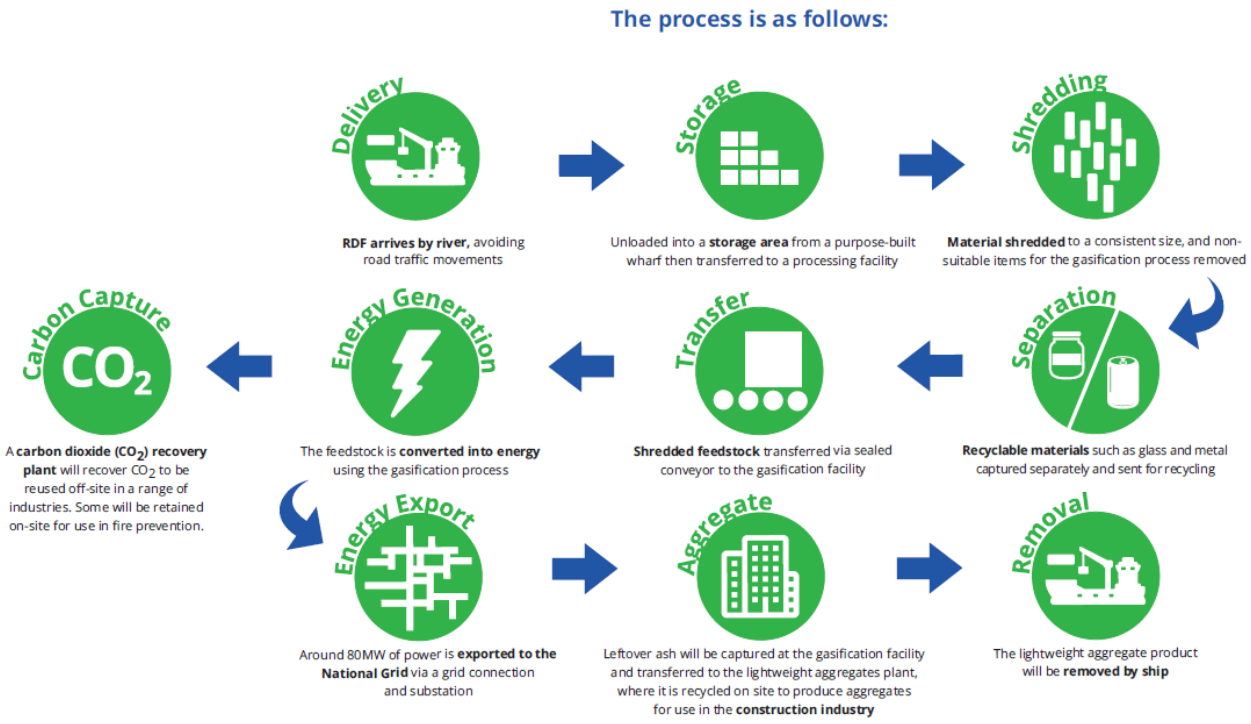

Plate 3 Operational process of the Facility

Refuse Derived Fuel Supply

2.2.2 The Facility will receive up to approximately 1,300,000 tonnes of RDF per year. The RDF will be shipped in plastic wrapped bales. The RDF will comprise of residual waste collections from householders. The bales will be labelled to identify the source of the RDF and the location and date of baling.

2.2.3 The material will be sent to the Facility from ports most likely located on the East coast of the UK. The specific departure locations will be dictated by market conditions at the time of supply.

2.2.4 The bales will be brick-shaped and have an anticipated volume of 1.85 m^3, weighing approximately 1.3 to 1.5 tonnes.

Wharf

2.2.5 Arriving vessels must navigate up The Haven to the proposed berth over high tide, and leave over the next high tide. The river is not wide enough to turn a vessel at the proposed wharf. It is anticipated that vessels will be turned at the Port of Boston, either at the 'Knuckle' point turning circle outside of the Wet Dock, or within the Wet Dock.

2.2.6 The proposed wharf will comprise a 400 metre long docking facility, loading and offloading equipment and access / egress ramp. The wharf will have two berths for

receiving RDF feedstock, and one berth for loading aggregate and receiving sediment and clay (which are required by the LWA plant).

2.2.7 Approximately 624 ships per year will be required, which represents 12 per week.

Temporary RDF Storage Area

2.2.8 Bales will be removed from the vessels using mobile cranes with clamps. Any bales that have been damaged in transit will remain in the hold and will not be unloaded from the ship. This is to prevent the scatter of litter whilst offloading a damaged bale.

2.2.9 The RDF bales will be transferred to a storage area and stacked in stockpiles for short-term storage (four to five days)

2.2.10 The storage area will be in the open and will accommodate approximately four days-worth of RDF (approximately 12,600 tonnes), based upon the rate of daily flow of processed feedstock through the gasification facility.

2.2.11 There would not be significant odour issues when the RDF is temporarily stored because the bales are tightly wrapped in plastic and are only stored for a short period.

2.2.12 The RDF would be transferred for processing on a 'first in first out' basis. All bales will be processed in the feedstock processing facility within three months of first being baled and wrapped.

RDF Bale Conveyors

2.2.13 The two RDF conveyors, each approximately 600m long will transport sealed bales from the temporary storage area to the RDF feedstock processing building.

RDF Feedstock Processing

2.2.14 It is anticipated that over 20% of the RDF is material that is not suitable for gasification (such as metals, stones, glass). This will be segregated out in the RDF feedstock processing building, leaving 1,000,000 tonnes of processed RDF that is suitable to generate energy.

2.2.15 The RDF processing building will operate in an closed environment using odour control measures to ensure no unacceptable odour is released.

2.2.16 Ferrous and non-ferrous metals will be removed. These will be collected in separate skips at each processing line and will be sent for recycling off-site.

2.2.17 Medium and heavy inert materials such as stones and glass will also be removed. Some of this material is suitable for processing in the lightweight aggregate plant. The

remainder will be sent off-site for recycling.

Silos

2.2.18 The processed RDF will be transferred via sealed conveyor to the storage silos. There are six large storage silos, each capable of storing approximately 48,000 m^3 processed RDF. The processed RDF is transferred from the silos into the gasification plant in measured quantities.

Gasification Plant

2.2.19 Gasification is a method of generating energy that can be converted into power. It does not involve direct combustion of the processed RDF; the Facility is not a traditional incinerator.

2.2.20 An indicative conceptual image of the gasification plant is shown in **Plate 4**.

Plate 4 Indicative Image of the Gasification Plant

2.2.21 In the gasification zone, the processed RDF will be broken down in a hot

(approximately 800°C) environment which has limited oxygen. This prevents the processed RDF from combusting (burning). Instead the processed RDF is converted into a gas.

2.2.22 This gas then flows to a hotter part of the plant called the thermal oxidation zone. At this point more air is injected, which causes the gas to ignite. In the thermal oxidation zone, the temperature of the gas is over 950°C, which cause potential contaminants to break down.

2.2.23 The hot gas is sent to the boiler section of the plant for heat recovery where steam is generated.

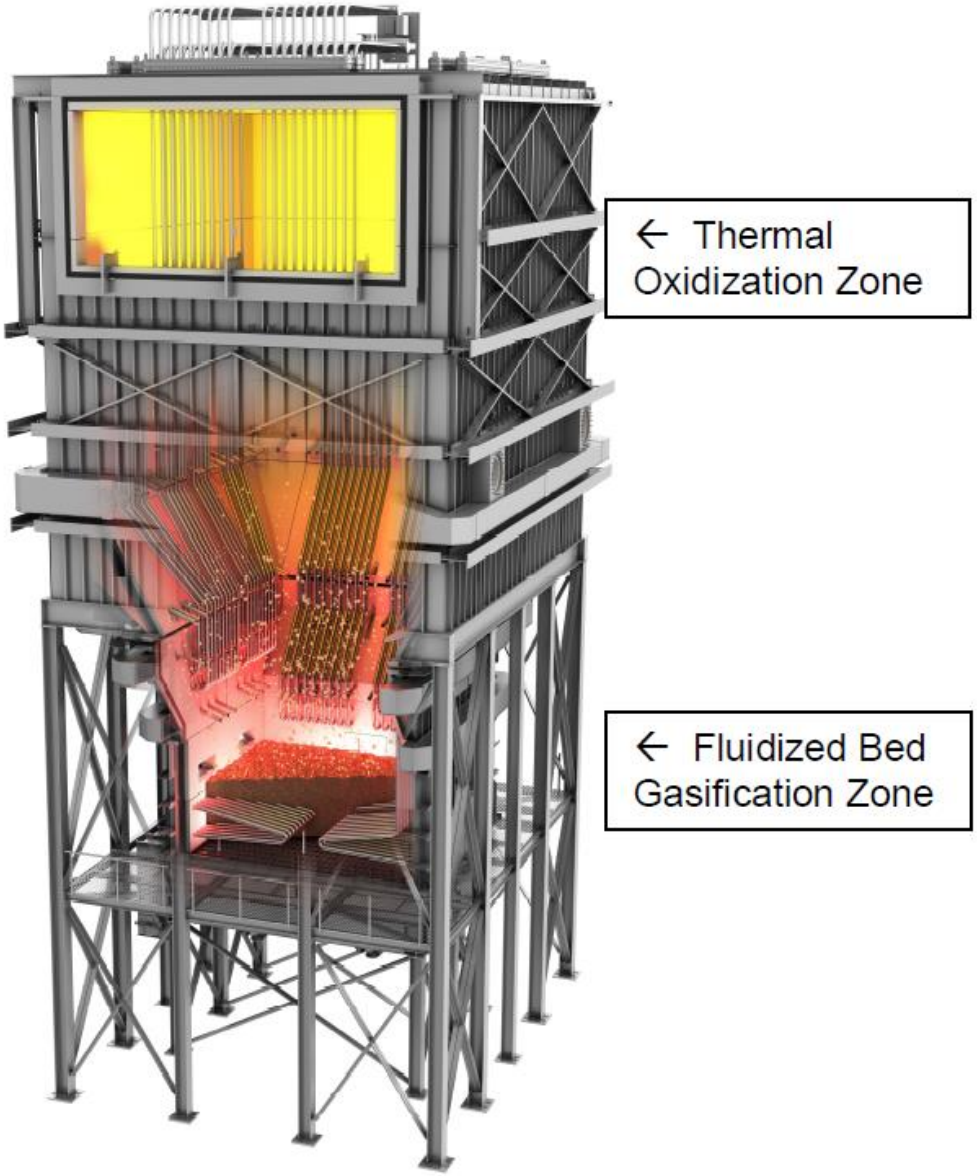

Plate 5 Concept Image of Internal Elements of the Gasifier

2.2.24 The steam is routed to the turbines to generate power.

2.2.25 The cooled exhaust gas will go to the pollution control system where chemicals will be injected to capture any residual emissions. The final treatment stage is a bag filter, which will filter the last ash / dust emissions from the combusted waste gas. The residual air pollution control residues (APC residues) will be collected in a hopper and are used on site to make aggregate.

2.2.26 The cleaned gases will flow to the stack (there will be one stack for the three

gasification units), where an on-line Continuous Emission Monitoring System (CEMS) will provide continual monitoring to ensure emission limits are not exceeded. The height of the stack was provisionally determined to be 70 m to ensure effective dispersion.

2.2.27 After the energy in the steam turbine is released for electricity production, the cooled steam will be routed to the air-cooled condenser, where the steam will be cooled further and turned back to water.

Lightweight Aggregate Plant

2.2.28 The ash and APC residues from the gasification plant will be processed on site to produce a lightweight construction aggregate pellet which is a marketable product. This will be exported via ship at a dedicated berth at the wharf.

2.2.29 Clay and / or silt will be used in the process primarily as a binder to give strength to the pellet.

2.2.30 Clay sourced from the south-east of England will be the primary binder source. This will be delivered by ship. The same ships can be used to remove the aggregate after they have been washed out.

2.2.31 Where silt is used, this will be from dredged material obtained from The Haven from dredging of the wharf berthing pocket, or from other maintenance dredging on The Haven (subject to the relevant permissions).

2.2.32 The LWA plant will have four lines.

CO_2 Recovery Plant

2.2.33 The Facility will include the connection of the flue-gas system to a carbon dioxide (CO_2) recovery plant, which will recover CO_2 (to food-grade) for off-site reuse in various industries. Some of the CO_2 will also be retained on-site for use in fire prevention.

3 Environmental Impact Assessment Methodology

3.1.1 An EIA is being undertaken for the project. The objective of the PEIR is to set out the project environmental data and proposed approach to assessment to be presented in the final Environmental Statement (ES), which will be submitted with the application for a DCO.

3.2 Impact Assessment

3.2.1 The impact assessment considers the potential for impacts during construction, operation and maintenance, and decommissioning phases of the Facility.

3.2.2 Impacts can be classified as follows:

- **Direct Impacts**: these can arise from impacts associated with the construction, operation and maintenance, or decommissioning of the project;
- **Indirect impacts**: these may be experienced by a receptor that is removed (in space or time) from the direct impact (e.g. noise impacts upon fish which are a prey resource for fish or mammals). These equate to inter-relationships highlighted by the Planning Inspectorate guidance (Advice note 17); or
- **Cumulative impacts**: these can occur because of the Facility in conjunction with other operating or planned offshore wind farms or other relevant projects in existence or planned within the study area for each receptor.

3.2.3 Data collected during project-specific desk studies and surveys are used to inform the impact assessments. This allows site-specific issues to be identified and addressed. Experience and evidence are used to inform the assessment of impacts. The magnitude of the effect (which is defined by the spatial and temporal extent, frequency and how reversible the impact is) is then identified along with the sensitivity of each receptor to that effect (e.g. a particular species or population). Sensitivity is dependent on the recoverability, value and vulnerability of the receptor. For each topic, the most relevant and latest guidance or best practice have been used and therefore definitions of sensitivity and magnitude of impact are tailored to each receptor and these are detailed in each technical chapter.

3.2.4 Finally, the overall significance of the impact is determined using a matrix approach that considers both magnitude of effect and sensitivity of receptor. Example significance definitions are given in **Table 2.**

Table 2 Impact Significance Definitions

Impact Significance	Definition

Major adverse	Very large or large change in receptor condition, both adverse or beneficial, which are likely to be important considerations at a regional or district level because they contribute to achieving national, regional or local objectives, or, could result in exceedance of statutory objectives and/or breaches of legislation.
Moderate adverse	Intermediate change in receptor condition, which are likely to be important considerations at a local level.
Minor adverse	Small change in receptor condition, which may be raised as local issues but are unlikely to be important in the decision making process.
Negligible	No discernible change in receptor condition.
Minor beneficial	The impact is of minor significance, but has been assessed as having some environmental benefit.
Moderate beneficial	The impact is assessed as providing a moderate gain to the environment.
Major beneficial	The impact is assessed as providing a significant positive gain to the environment.

3.2.5 Only those impacts which are assessed as being of moderate significance and greater are considered 'significant' in EIA terms. Where significant impacts are identified, this will result in further analysis and consultation, and suggestions of mitigation measures where practicable.

3.3 Embedded Mitigation

3.3.1 The EIA process takes account of a series of embedded mitigation measures which AUBP Ltd has committed to during the design of the Facility. Adverse impacts have been minimised through the evolution of the project design through the following processes:

- Site selection (to avoid key designated or sensitive areas); and
- Operational process requirements (e.g. the use of ash in the lightweight aggregate facility rather than off-site disposal).

3.3.2 Several plans and strategies (including landscape, navigation, traffic and access and general construction practices) will be produced which will explain how the project will be constructed and operated in an agreed and acceptable manner. These plans and strategies will be subject to on-going consultation and will be submitted with the DCO application.

3.3.3 Additional mitigation will be employed as necessary to further reduce any significant impacts.

4 Consultation

4.1.1 AUBP Ltd is conducting a comprehensive and transparent pre-application consultation in relation to the EIA process, with a wide range of stakeholders. The aim of

the consultation process is to meet and exceed the requirements of the Planning Act and EIA Regulations and has considered relevant advice and guidance published by the Planning Inspectorate and relevant United Kingdom Government departments.

4.1.2 Stakeholders have been engaged in the development process from an early stage which has influenced the design of the project and the EIA wider aspects of consultation associated with the project, including community and landowner consultation will be detailed in a Consultation Report which will be submitted with the DCO application.

4.1.3 In June 2018, AUBP Ltd submitted a Scoping Report to the Planning Inspectorate. The Scoping Opinion was issued in July 2018. Since scoping, AUBP Ltd has continued to engage in technical consultation as well as undertaking two rounds of community consultation.

5 Potential Environmental Effects

5.1 Cultural Heritage

5.1.1 This Cultural Heritage assessment considers the impact of the proposed Facility' upon cultural heritage within a 3 km Study Area. The baseline data was used to assess the significance of heritage assets within the area, how their setting affects their significance and how the Facility may impact upon these assets or their setting.

5.1.2 The assessment provides all relevant baseline information regarding the heritage assets, their setting and predicted impacts and. discusses both temporary and permanent impacts deemed significant under EIA regulations.

5.1.3 The baseline data indicated that the surrounding environs to the Application Site consist of thick alluvial clay deposits formed by water inundation throughout prehistoric and historic periods. There is evidence that these deposits can seal organic remains (peat) of early prehistoric date as well as enabling the preservation of other organic remains (e.g. wood, cloth, vegetation) which may have been deposited within the clay.

5.1.4 There are no designated assets within the Application Site. A total of six Listed Buildings are within 1 km, whilst four Scheduled Monuments and a further 22 Grade II* and I Listed structures are found within 3 km. Non-designated assets within 1 km are predominantly medieval to modern in date, mostly in the form of buried deposits associated with farmsteads. The most notable non-designated asset is the 'Roman Bank'. This extant earthwork passes through the centre of the Application Site, consisting of a c.2 m high earthen flood bank, currently undated, although research suggests it could be of Anglo-Saxon origin. A public right of way follows the length of the bank through the Application Site and an access road for a neighbouring facility passes over the top of it.

Plate 6 View of the Roman Bank and New Road Traversing over it, Looking East

5.1.5 The site walkover results suggested that there are no (visible) wrecks within the section of The Haven to be affected by the Facility. Some foreshore structures were evident on the northern bank, but none on the wharf-side. This does not preclude their survival deeper within the mud bank.

5.1.6 The significance of impacts upon identified assets by the Facility was identified as **negligible** or **minor** following mitigation. These impacts were mostly in the form of changes of setting for designated assets, whilst a direct impact will be made upon a short section of the 'Roman Bank', and upon potential buried preserved organic remains and archaeological deposits within the central Application Site and within / adjacent to The Haven.

5.1.7 Proposed mitigation measures are mostly related to the construction phase and consist of archaeological evaluation and monitoring works to ensure any potential archaeological remains are preserved by record.

5.2 Landscape and Visual Impact

5.2.1 This Landscape and Visual Impact Assessment (LVIA) assessment considers the predicted landscape and visual effects that would result from development of the Facility. The LVIA assessment follows recognised guidance and is written by a landscape architect, expert in LVIA.

5.2.2 The assessment describes the existing characteristics of the landscape and views

within the Study Area, through desk top research, site survey and analysis. This establishes the 'baseline' from which the effects of the Facility can be determined. Landscape effects include both physical effects on features (for example loss of existing trees) and effects on the character of the landscape. Visual effects relate to the effect on views and visual amenity experienced by people, including residents, users of public rights of way, road users and recreational users. Visual effects are assessed from a series of viewpoints, selected to represent the range of views people experience within the Study Area.

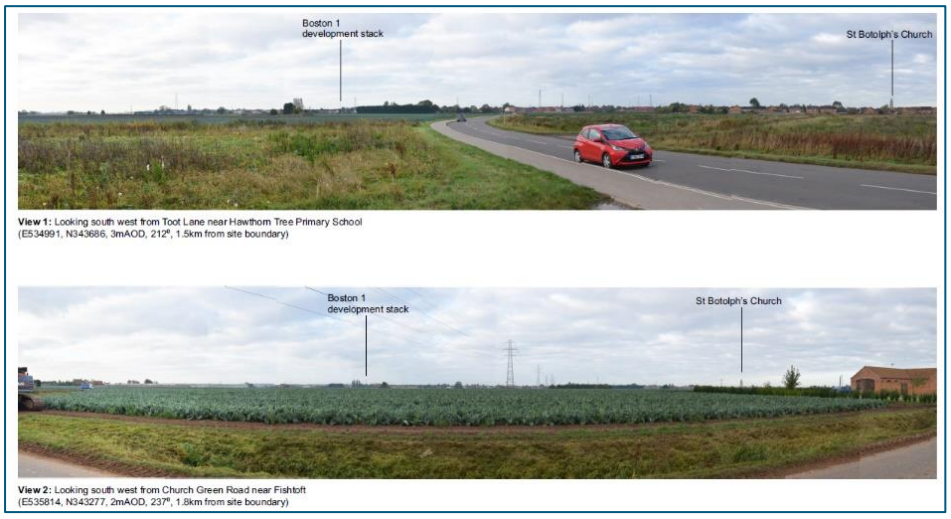

Plate 7 Example viewpoints from the LVIA Assessment

5.2.3 The Facility lies within the existing Riverside Industrial Estate, on land designated under local plans as a Proposed / Existing Employment Area and an Allocated Waste Area. As such the site, surrounding landscape and associated views are strongly influenced by existing large industrial buildings, busy roads, commercial vessels using The Haven and other features, including very tall electricity pylons that often dominate local views. Views towards the site are across a flat landscape and are often limited by tree belts, hedgerows and existing buildings. Flood defence banks alongside The Haven help screen views from residential properties to the east but also provide open, close range views from footpaths that follow the tops of the banks.

5.2.4 The Facility is an extensive development and includes several large-scale industrial buildings, structures, stacks and a riverside wharf. The LWA Plant is the tallest proposed building, located alongside The Haven. The Facility will be seen in context of the existing Biomass UK No. 3 Ltd facility, also comprising of tall buildings and a stack.

5.2.5 Given the existing industrial context of the site and surrounding area the Facility will not cause significant effects to landscape character. Effects are predicted to be **minor adverse** during construction and operation. There will be no significant physical landscape effects.

5.2.6 Effects to views during the construction stage are predicted to be the worst case scenario. Views from footpaths along the eastern bank of The Haven will be most affected with close range, open views to construction of the wharf and LWA Plant being most prominent. Effects may be **moderate major adverse**. Views from certain residential properties to the west of the site are predicted to be moderate adverse, with views of tall cranes and emerging buildings. These visual effects are significant. Visual effects during operation will be slightly less adverse, although close range views of the Facility from The Haven corridor to the east will remain **moderate adverse**.

5.2.7 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. Long term establishment of tree and shrub planting will provide some screening to lower sections of buildings in certain views but will not reach sufficient height to fully screen tall buildings and structures.

5.3 Noise and Vibration

5.3.1 The construction, operation and decommissioning of the proposed Facility has the potential to result in impacts from noise and vibration (including human health and the environment). To appropriately and proportionately assess the significance of potential noise and vibration impacts, a Noise and Vibration Assessment has been undertaken in consultation with key stakeholders in the area, including Boston Borough Council (BBC).

5.3.2 An assessment of noise and vibration from off-site construction phase traffic was undertaken for average and peak construction traffic scenarios. Noise receptor locations are shown in **Plate 8** below. For the average construction traffic scenario, a minor adverse significance was determined at a medium sensitivity receptor. For the peak construction traffic the range of impact significance was negligible adverse to **major adverse**. Mitigation is required during the peak scenario, however; the impact is temporary, short-term, infrequent and local.

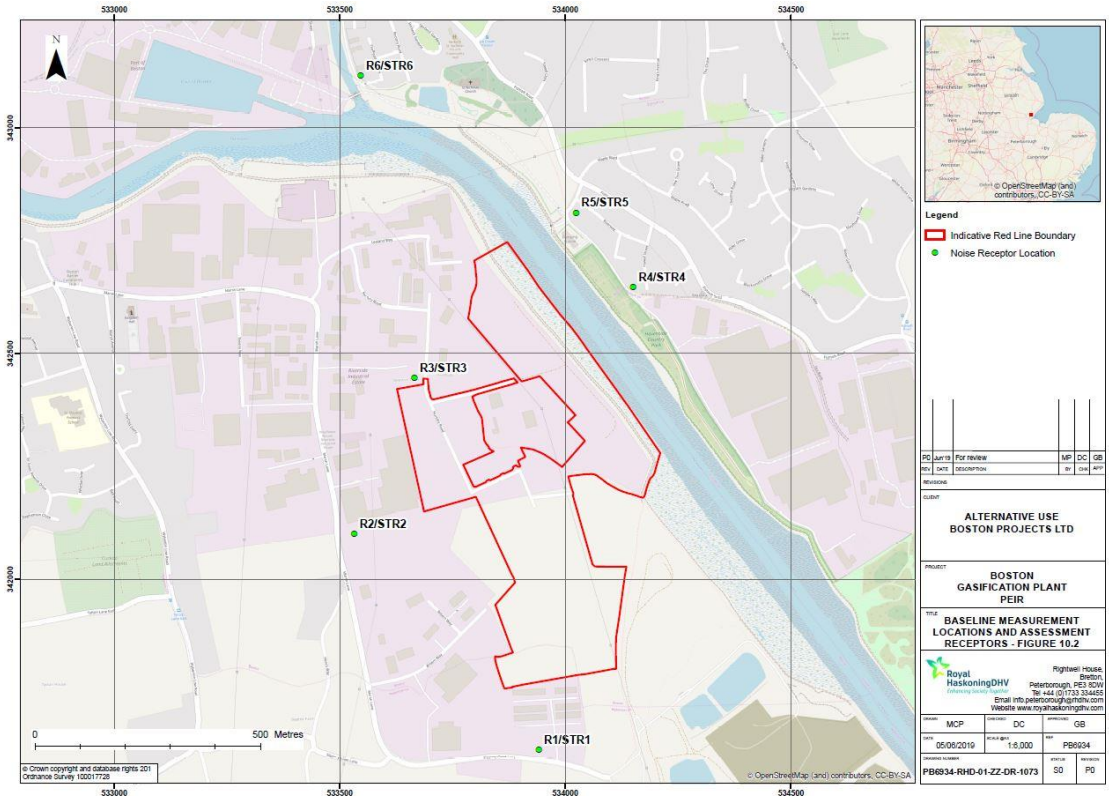

Plate 8 Baseline Measurement Locations and Assessment Receptors

5.3.3 An assessment of on-site construction phase noise will be carried out in accordance with relevant British Standards guidance for the Environmental Statement once further phasing details are specified. Vibration impacts from construction works were determined to be of **minor adverse** significance. Therefore, no additional mitigation is required.

5.3.4 Operational noise levels at nearby receptors due to the Facility were predicted to be above background noise levels at some receptors and the impacts were therefore considered to be moderate adverse. Mitigation was proposed and with the incorporation of these measures, noise levels at nearby receptors due to operation of the Facility were predicted to be negligible above background noise levels at some receptors and the residual impacts were therefore considered to be **minor adverse**.

5.3.5 Vehicle movements generated by transportation of materials to and from the Facility during the operational phase were assessed in the context of the site and surrounding road network and residual impacts were considered to **be negligible adverse**.

5.3.6 Decommissioning impacts are anticipated to be similar to those experienced during construction and were therefore considered to be **minor adverse** during the peak traffic period.

5.4 Contaminated Land, Land Use and Hydrogeology

5.4.1 This assessment focused on the potential environmental impacts associated with the interaction of the Facility with potential contaminated land and the subsequent impacts to sensitive receptors, as well the direct impacts on land use including the degradation of soil resources An assessment of the potential impacts during the construction, operation, and decommissioning phases of the Facility was carried out, and sensitive receptors (hydrology, hydrogeology, human health, land use and soil quality as an agricultural resource) were considered in relation to potential impacts arising from the Facility. This assessment identified mitigation measures required to eliminate or reduce predicted impacts.

5.4.2 The assessment sets out the required embedded mitigation measures for the Facility to minimise potential impacts. The impacts identified will require further investigation of contaminated land sources and nature of the soils present at the Application site, to develop appropriate mitigation measures if required prior to development of the Facility.

5.4.3 The following impacts for the construction phase of the Facility were identified:

- Impact on human health, including construction workers and general public during any excavations and construction related activities;
- Impact on groundwater quality from construction related activities;
- Impact on surface water quality from construction related activities;
- Impacts to soil quality because of degradation; and
- Impacts to land use from loss of best most versatile (BMV) agricultural land.

5.4.4 The following impacts were identified for the operation phase of the facility:

- Impact on human health and controlled waters including workers and public during operational and maintenance activities because of residual contaminants present within the ground

- Impact on human health and controlled waters during operation of the facility from new sources of contamination being introduced

5.4.5 The impacts identified for the Facility were not considered to be significant.

5.5 Terrestrial Ecology

5.5.1 This assessment considered the potential impacts of the Facility on terrestrial ecology. The baseline (existing) environment is described, and has been informed through a desktop study, consultation with stakeholders and on-site surveys. **Plate 9** shows the habitat types within the indicative red line boundary.

5.5.2 All potential impacts during construction and operation of the Facility are identified and significance assessed.

5.5.3 The key ecological considerations and in turn the potential construction and operational related impacts are:

- Permanent loss of terrestrial habitats;
- Loss of foraging and commuting bats;
- Displacement of common reptile species; and
- Loss of habitats;
- Indirect impacts from lighting and noise to bat and common bird species populations; and
- Disturbance effects on species from maintenance activities.

5.5.4 Mitigation has been applied to the Ecological Impact Assessment (EcIA) for both the construction and operational phase, to reduce the significance of some impacts. These mitigation measures will be secured through the adherence to an Ecological Management Plan during the construction phase of the Facility.

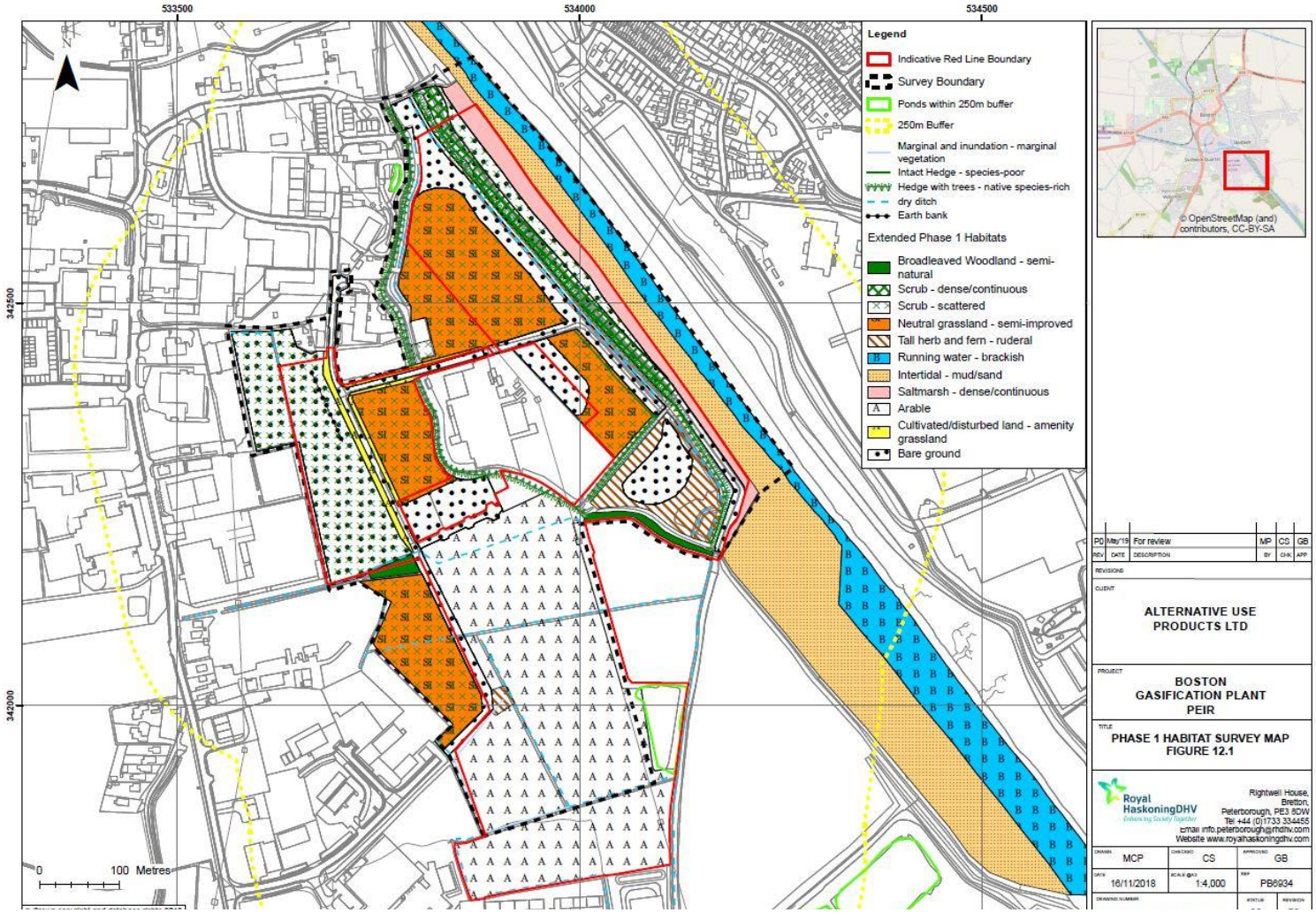

Plate 9 Habitat Survey Map

5.6 Surface Water, Flood Risk and Drainage Strategy

5.6.1 This assessment considered the potential impacts of the Facility of surface water and flood risk. It was supported by a separate Flood Risk Assessment, which assesses the flood risk implications of the Facility in detail, and a Water Framework Directive (WFD) Compliance Assessment, which determines whether the Facility is compliant with the objectives of the WFD.

5.6.2 The Facility would be located in the lower catchment of the River Witham and is drained by a number of ordinary watercourses that are maintained by the Black Sluice IDB. The watercourses have been extensively modified or are largely artificial, and the drainage catchment discharges into the tidal Witham (known as The Haven) through a pumping station. Water quality in the catchment is adversely affected by pressures from sewage discharges, agricultural and rural land management, and industrial discharges. Although the site is at risk from tidal flooding, it currently benefits from primary flood defences which provide a 1 in 150-year standard of protection. Flood risk from fluvial, surface water, groundwater and sewer flooding is low.

5.6.3 The potential impacts of the construction and operation of the Facility on water resources and flood risk receptors are identified in this chapter, and their significance is assessed. The following key potential impacts are described for the construction stage:

- Direct impacts on drainage systems.
- Increased sediment supply.
- Accidental release of contaminants.
- Changes to surface water runoff and flood risk.

5.6.4 In addition, the following impacts are described for the operation stage:

- Changes to surface water runoff and flood risk.
- Supply of fine sediment and other contaminants.

5.6.5 Following the application of embedded measures to manage sediment, pollution and drainage, none of these potential impacts were determined to be significant in EIA terms. The Facility is also compliant with the WFD, and would not result in increased flood risk on or off the site.

5.7 Air Quality Assessment

5.7.1 A preliminary air quality assessment of impacts during the construction and operational of the Facility was carried out. It provided an overview of existing air quality

within the Study Area. Human and ecological receptor locations used in the assessment are shown in **Plate 10.**

5.7.2 A construction phase dust assessment was undertaken in accordance with relevant guidance. Appropriate mitigation was recommended based on the level of risk determined in the assessment. With the effective implementation of the mitigation recommended, the residual impact of construction phase dust emissions is considered to be not significant.

5.7.3 The air quality impact of road traffic emissions during construction of the Facility was predicted to be 'minor adverse', in accordance with relevant guidance and is negligible at all but one receptor location.

5.7.4 The process contribution from the operation of the Facility were predicted to be below all of the relevant Environmental Assessment Levels at human receptor locations. With the inclusion of existing background pollutant concentrations, Predicted Environmental Concentration values for chromium, nickel and benzo [a] pyrene were predicted to be above the relevant Levels. However, the exceedance was due to background concentrations used in the assessment.

5.7.5 There were predicted to be exceedances of the oxides of nitrogen (NOx) 24 hour and hydrogen fluoride (HF) weekly mean Critical Level values at the Havenside LNR site at the closest point of the Facility, although it is anticipated that the HF levels are over-estimated.

5.7.6 Concentrations of nutrient nitrogen were above the lowest indicative threshold value for habitats within the Wash and North Norfolk SAC, and the Wash SPA. Predicted concentrations of acid deposition were above the lowest threshold for the Wash SPA. An exceedance of the threshold does not necessarily indicate that an adverse impact from pollutant deposition will be experienced at the habitat. Further analysis will be carried out at the ES stage to determine the significance of nutrient nitrogen and acid deposition arising from the Facility operations at The Wash and North Norfolk SAC and The Wash SPA.

5.7.7 The preliminary air quality assessment was based on an assumed stack height of 70m. The ES stage will include the following:

- A stack height sensitivity analysis;
- A qualitative assessment of potential odour emissions; and
- A detailed study of potential impacts at the designated ecological sites.

5.7.8 The significance of the operational phase air quality impacts in EIA terms will be identified at the Environmental Statement (ES) stage of the project.

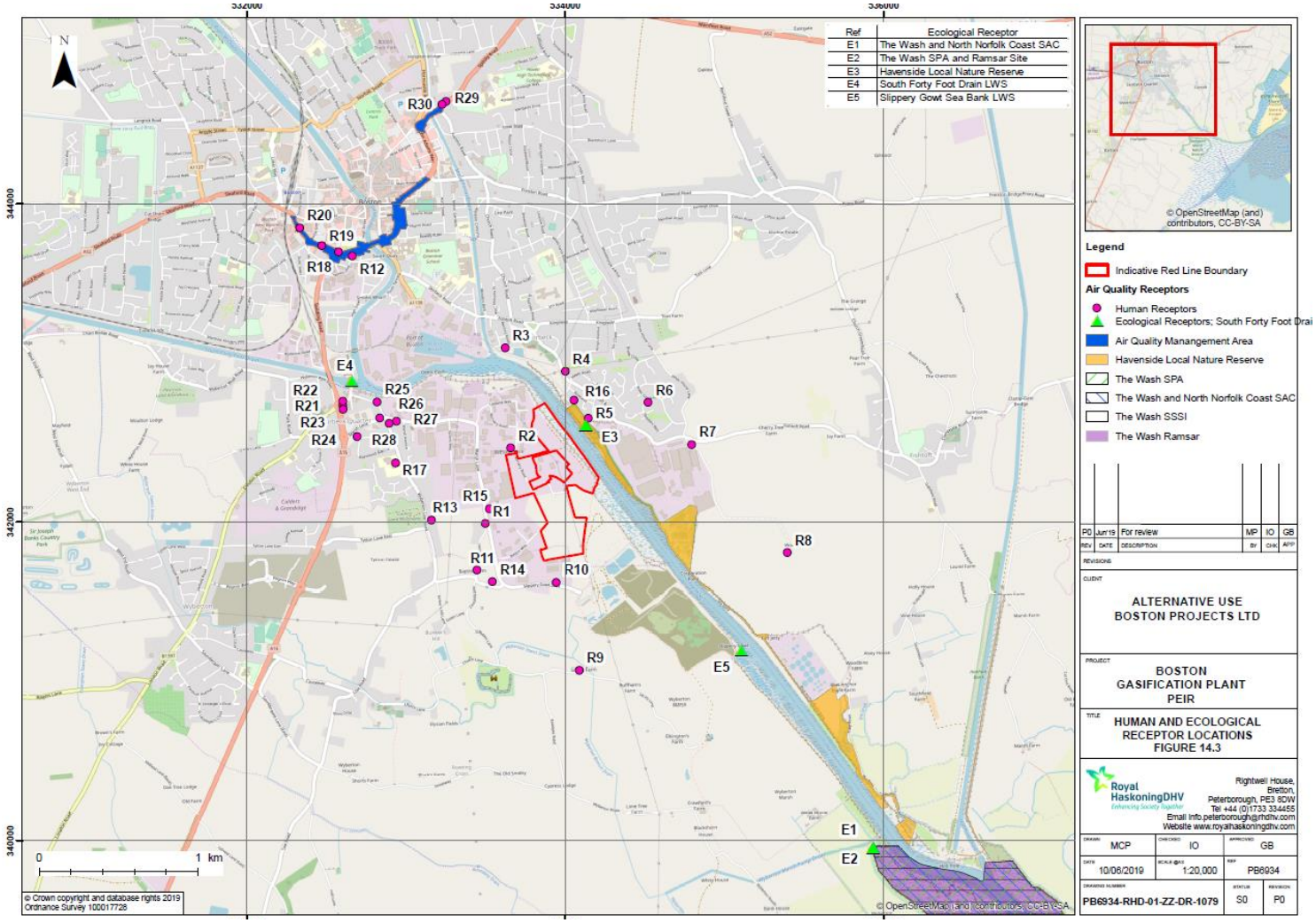

Plate 10 Human and Ecological Receptor Locations

5.8 Marine Sediment and Water Quality

5.8.1 This assessment considers marine sediment and water quality. A description of the baseline was described using site information, desk-based studies and the information provided in the Estuarine Processes assessment, because the two are linked. The potential impacts associated with construction, operation and decommissioning of the Facility are identified and an assessment made on the severity of each impact. The assessment also considers cumulative impacts where the Facility is considered alongside the predicted impacts of other plans and projects within the Study Area.

5.8.2 The outcome of the assessment is that all impacts are predicted to temporary and be **minor adverse** on marine sediment and water quality for both the construction and operational phase.

5.8.3 No impacts during decommissioning are anticipated with relation to marine water and sediment quality considered to be within the range of impacts identified during construction and therefore the conclusions reached for decommissioning are similar to those identified for construction.

5.8.4 In relation to cumulative effects, the only project identified to have the potential to interact with the works to construct the Facility is the Boston Tidal Barrier. This is in relation to the sediment plumes created during simultaneous dredging campaigns (capital or maintenance). Overall it is concluded that the cumulative impact of suspended sediment concentrations from the plume of the two projects being dredged at the same time is **negligible**. Furthermore, this represents the worst case position because it is likely that the construction of the Boston Barrier will be completed before any construction starts on the Facility.

5.9 Estuarine Processes

5.9.1 A detailed description of the current baseline was determined, through a combination of desk-based studies, consultation and on-site surveys. All potential impacts of the construction, operation and decommissioning of the Facility were identified, and an assessment made on the severity of each potential impact using a standardised approach, by an estuarine process's specialist. The assessment also considers cumulative impacts, where the Facility is considered alongside the predicted impacts of the Boston Tidal Barrier.

5.9.2 Expert geomorphological assessment has been used to assess the potential effects of the Facility. Considerations of these effects on the wave, tidal current and sediment transport regimes have been made followed by the potential impacts on two

receptor groups which contain valuable designated features. These are The Wash Ramsar / Site of Special Scientific Interest (SSSI) and the Havenside Local Nature Reserve (LNR). The impacts have been assessed using the worst-case characteristics of the proposed Facility.

5.9.3 In all cases for construction and operation, the impact of the worst-case scenario for the Facility on estuarine processes for the identified receptor groups is no impact. **Table 3** below describes the impact significance for the environmental factors related to estuarine processes during construction and operation of the Facility.

Table 3 Impact significance for environmental factors.

Phase	Environmental Factor	Impact Significance
Construction	Changes in suspended sediment concentrations due to capital dredging of the berthing areas	No Impact
	Changes in estuary-bed level due to capital dredging of the berthing areas	No Impact
Operation	Changes to the tidal current regime and erosion/accretion patterns due to the presence of the wharf and berthing areas	No Impact
	Changes to the wave regime (ship wash) due to the increase in vessel traffic	No Impact
	Changes in suspended sediment concentrations due to maintenance dredging of the berthing areas	No Impact
	Changes in estuary-bed level due to maintenance dredging of the berthing areas	No Impact

5.9.4 Cumulative effects with the Boston Tidal Barrier have been considered with respect to sediment plume interaction during simultaneous capital or maintenance dredging campaigns. It is concluded that the cumulative impact of suspended sediment concentrations and deposition from the plume of the two projects being dredged at the same time is negligible.

5.10 Marine and Coastal Ecology

5.10.1 baseline (existing) environment was informed through a desktop study comprising of existing data relevant to the Study Area for the Application Site, relating to the Environment Agency's Boston Barrier project, additional data from other sources, consultation and on-site surveys.

5.10.2 Using a standardised approach, all potential impacts during construction, operation and decommissioning of the Facility are identified and significance assessed. The Facility near the Boston Barrier, with which any potential cumulative impacts are considered. Any other schemes that may have the potential to have cumulative impacts were also agreed with Boston Borough Council and have been included in this chapter.

5.10.3 The worst case scenario was considered when assessing the potential impacts. The main potential impacts arising from the construction period are habitat loss/alteration, increased suspended sediment concentrations and increased noise and vibration caused by piling and ship movements. The sensitive receptors include fish, benthic communities, birds, marine mammals, saltmarsh and mudflats.

Plate 11 Saltmarshes adjacent to The Haven and the site of the proposed Facility

5.10.4 For the operational phase, the key potential impacts are changes in vessel traffic and movement leading to increased ship wash, underwater noise, disturbance and collision risk with marine mammals. The potential impact of an increase in operational air emissions on habitats is also considered. Mitigation has been applied to the impact assessment for both the construction and operational phase, to reduce the significance of some impacts.

5.10.5 Potential effects of the Facility on European protected sites were assessed in the Habitats Regulations Assessment (HRA). The scope of the HRA identified that the following European sites were relevant:

- The Wash SPA.
- The Wash Ramsar site.
- The Wash and North Norfolk Coast SAC.

5.10.6 A summary table is included below, describing the potential significance of each impact identified during the construction, operation and decommissioning of the Facility, any proposed mitigation and the residual impact. No significant impacts on marine and coastal ecology are predicted for the decommissioning phase.

5.10.7 Cumulative impacts were only considered with the Boston Barrier, with respect to simultaneous maintenance dredging and operation activities, leading to increased human activity in The Haven. The cumulative impact of suspended sediment concentrations and consequent smothering from the plume from dredging for both projects being operated at the same time is considered **negligible.** Although the Environment Agency's Haven

Banks project has the potential for cumulative impacts to arise with the Facility, it was not considered any further in the cumulative impact assessment, as it is planned to be completed prior to the beginning of the Facility's construction works.

5.11 Navigational Issues

5.11.1 The proposed Facility is located on The Haven which is a tidally restricted waterway where vessel movement and size are restricted.

5.11.2 Part of the infrastructure for the Facility will be a new 400 metre wharf, which will have three berthing points to receive vessels that will visit the Facility. Two of the berths will be dedicated to the delivery of refuse derived fuel (RDF); one berth will be dedicated to the loading of lightweight aggregate produced by the lightweight aggregate (LWA) plant within the Facility and also for the receipt of dredged material and / or clay, which is used as a binder in the production of the lightweight aggregate.

5.11.3 The anticipated size of vessels used for the handling of materials to / from the proposed Facility will be similar to commercial vessels that currently use The Haven and visit the Port; with an anticipated length of 100 m, bearing a load of approximately 2,500 tonnes. All vessels will be required to access the Facility at or around the high tide. It is anticipated that vessels will depart on the following high tide. All vessels will require a pilot to guide the vessel to the berth from The Wash and return.

Table 4 Typical and Maximum Dimensions of Vessels Visiting the Port of Boston

Dimensions	Typical vessel (m)	Maximum vessel (m)
Length Overall (LOA)	90	119
Beam	13.6	13.6
Draft	5.5	6.4

5.11.4 There is no means of turning the vessels at the proposed Facility, therefore, there will be a requirement to turn vessels either in the Wet Dock, or at the Knuckle point just outside of the Wet Dock, of the Port of Boston.

5.11.5 The construction, operation and decommissioning of the proposed Facility have the potential to result in impacts to existing users of The Haven from a navigation perspective.

5.11.6 A Navigation Risk Assessment (NRA) is to be undertaken in consultation with key stakeholders in the area, including the Port of Boston, the local fishing fleet and other river users to appropriately and proportionately assess the significance of potential impacts.

5.11.7 The impact assessment will be informed by the findings of the final Navigation Risk Assessment (which will be appended to the Environmental Statement (ES)), which will be informed and updated by consultation with the key stakeholders and the results will be presented in the ES.

5.12 Traffic and Transport

5.12.1 The construction, operation and decommissioning of the proposed Facility has the potential to result in Traffic and Transport impacts for the effects of pedestrian severance, pedestrian amenity, road safety and driver delay.

5.12.2 An Assessment was undertaken in conformance with recognised environmental guidelines and in accordance with relevant national, regional and local policy.

5.12.3 The Assessment provides a review of the existing traffic and transport baseline within the study area and has been informed through, desktop studies, site visits, consultation with stakeholders and on-site surveys.

5.12.4 The Facility's traffic demand has been calculated using material and personnel information supplied by industry expertise. During construction, a peak worst-case traffic demand scenario and average worst case scenario has been established and assigned to the highway network.

5.12.5 Where appropriate, mitigation has been proposed to reduce the significance of moderate and major impacts (most notably it is proposed to divert traffic away from the A52 Liquorpond Street during peak construction). Mitigation measures will be secured through commitments contained in a Construction Traffic Management Plan to be submitted in support of the DCO application.

5.12.6 The assessment concludes a predicted residual impact of negligible to minor adverse for the effects of pedestrian severance, pedestrian amenity during construction.

5.12.7 Regarding Road Safety and Driver Delay impact, details are presented on the construction traffic demand impacting on collision sites and congested junctions respectively, to contextualise potential impacts and facilitate and further engagement with key stakeholders.

5.12.8 The operational traffic demand has been determined and assessed with input from industry expertise. The assessment concludes a predicted residual impact of negligible to minor adverse for the effects of pedestrian severance, pedestrian amenity, road safety and driver delay.

5.12.9 Impacts during decommissioning are assumed to be no worse to those predicted

for the construction phase.

5.12.10 The projects that could cumulatively impact with the Facility have been identified and the potential traffic and transport interactions discussed. A detailed Cumulative Impact Assessment will be contained in the Environmental Statement that accompanies the DCO application.

5.13 Socio-Economics

5.13.1 Socio-economics considers many aspects, which in relation to this chapter included employment, housing market, community infrastructure (including primary and secondary education and health) and tourism during both the construction and operational phases of the Facility. Additionally, the assessment considered the impacts on energy security/reliability as part of the operational phase.

5.13.2 The potential impacts were agreed through consultation with the Planning Inspectorate whose Scoping Opinion provided guidance on which potential impacts should be covered as part of the assessment.

5.13.3 Given the broad spread of topics included within socio-economics, the sources of information to describe the baseline were extensive, with the assessment drawing on a desk-based study of publicly available data.

5.13.4 The assessment has considered the potential for impact, including cumulative effects, finding that for the majority these will be of negligible significance. The assessment considered the potential for some positive impacts, including: moderate and minor positive impacts in construction and operational employment respectively; and, a moderate-substantial impact in relation to energy security/reliability.

5.14 Climate Change

5.14.1 This climate change assessment considers Greenhouse Gas (GHG) emissions and the resilience of the Facility to the projected effects of climate change. As part of the assessment, a description of the current baseline GHG emissions within the Boston region is provided, along with current climate in the region. Potential impacts during construction and operation of the Facility are considered.

5.14.2 A GHG assessment of construction phase emissions will be carried out at the Environmental Statement (ES) stage. The operational phase assessment considered two ‘existing’ pathways for the treatment of waste that would be processed at the Facility, compared to the anticipated GHG emissions arising from the operation of the Facility. GHG emissions were quantified from the gasification process, marine vessels and road vehicles going to and from the site, and consumption of fuel by on-site equipment. The

results of the assessment show that the Facility will increase GHG emissions from the existing 'Do Nothing' scenarios, but this will be offset by GHG savings elsewhere in the UK energy generation sector. The impact of the Facility was therefore considered not to have a significant impact on regional and national GHG emissions.

5.14.3 The climate resilience assessment identified that the development would be most vulnerable to an increase in flooding because of increased heavy rainfall events due to the projected effects of climate change. There are ongoing improvements to the flood defences in the vicinity of the site through the Boston Combined Strategy, which will reduce the flood risk to the site (. Additional flood defences will be included as part of the design of the Facility. The risks of the design of the Facility to the potential for an increase in flood events because of climate change will be considered at the ES stage.

5.15 Health Impact Assessment

5.15.1 The preliminary results of the Human Impact Assessment (HIA) for the proposed Boston Alternative Energy Facility (the Facility) are presented below. The full HIA will be completed in the Environmental Statement (ES).

5.15.2 The Facility has the potential to disrupt existing walking routes during construction and some footpaths will be permanently closed. However, the diversion for these route closures would follow the route of an existing footpath, see **Plate 12** below.

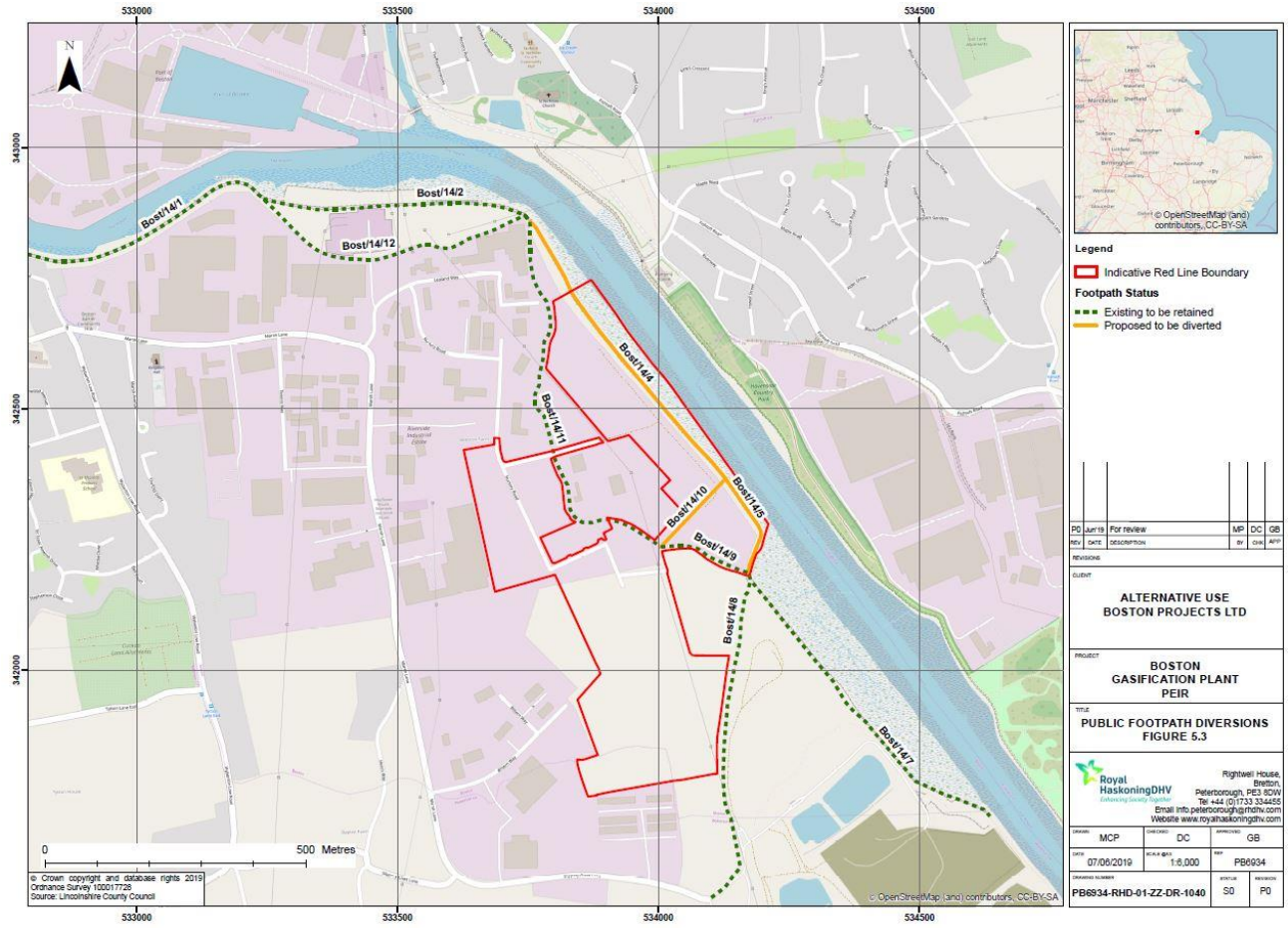

Plate 12 Public Footpath Diversions

5.15.3 Air pollution can have adverse effects on the health of humans. Poor air quality is the largest environmental risk to public health in the UK. During the construction phase, the Facility has the potential to pose a human health risk from inhalation or ingestion of pollutants in the emissions from vehicles (both light- and heavy-duty vehicles) travelling to and from the Facility on local road networks, vessels visiting the Facility and non-road mobile machinery (NRMM) working on the Application Site. A preliminary assessment was carried out to consider the potential impacts associated with the Facility on air quality, during its construction and operation. The indicative results of this assessment are described below.

5.15.4 The Facility was determined to have a medium risk of generation of dust during construction. With implementation of effective mitigation measures, generation of construction phase dust and particulate matter will be minimised such that the residual impacts can be considered to be **not significant**.

5.15.5 The impact significance of construction phase road traffic emissions was determined to be **minor adverse**.

5.15.6 In operation, there were predicted to be exceedances of the relevant Environmental Assessment Level for benzo [a] pyrene (BaP). However, the background concentrations used in the assessment were in exceedance of the Environmental Assessment Level without the effect of the Facility. The maximum predicted concentrations of all other pollutants at human receptors were below the relevant Objectives.

5.15.7 Further work will be carried out at the ES stage with regard to operational phase stack, road traffic and vessel emissions, following refinement of the Facility design. The significance of operational phase impacts will therefore be presented in the ES.

5.15.8 Operational phase noise emissions were considered to be **minor adverse**.

5.15.9 Vehicle movements generated by transportation of materials to and from the Facility during the operational phase were assessed in the context of the Application Site and surrounding road network and residual noise impacts were considered to be **negligible adverse**.

5.16 Waste Assessment Report

5.16.1 The assessment provides a preliminary report of waste generation during the construction, operation and decommissioning phases, considering the proposed options for recycling, recovery or disposal of waste in accordance with the Waste Hierarchy, and the capability of the existing local or regional waste management facilities to manage the waste.

5.16.2 There are no formal guidelines for assessing the impacts for waste. The preliminary assessment for waste management were derived based on professional judgement, relevant policy, legislation, relevant technical guidance associated waste management and the requirements of the waste hierarchy.

5.16.3 The baseline data on existing waste management infrastructure shows that there are numerous waste management facilities providing a wide variety of waste management options at a regional scale, including provision for hazardous waste landfill, however, options are limited at a local level. A formal assessment of the significance of waste impacts on waste management infrastructure at a local, regional and national scale will be provided in the Environmental Statement (ES).

5.16.4 The BRE (Building Research Establishment) SMART Waste Data Report (2013) was used to estimate volumes of waste arisings from the construction. The predicted arisings are:

Cumulative arisings by category	Predicted arisings (tonnes)	Averaged monthly arisings	%
Inert	22948	478	13.9%
Non-hazardous	137282	2860	83.3%
Hazardous	4552	95	2.8%

Table 5 The main operational arisings are predicted to be:

Element	Waste Stream	Amount	Management in accordance with the waste hierarchy
Wharf	Damaged RDF bales on the vessel	n/a[1]	Rejected – Not removed from the vessel and sent back on the vessel to the supplier for re-baling. These will then be returned for energy recovery to the Facility
	Damaged RDF bales on land	Covered in the RDF total below	Recovery - Re-baled on site and processed with other RDF for energy recovery in the gasifier. The plant is Waste Framework Directive R1 compliant and therefore a recovery process
RDF storage area	RDF	1,300,000 tonnes	Recovery - energy recovery in the gasifier. The plant is Waste Framework Directive R1 compliant and therefore a recovery process
Three gasification units, turbine hall and air cooled condenser	Gasification ash	248,000 tonnes	Recycled in the LWA to a market specification product.
	Air pollution control residues	63,500 tonnes	Recycled in the LWA to a market specification product.
Carbon capture facility	Hazardous liquid waste 40 % Monoethanolamine (MEA) / 60 % water	60,000 litres	Disposal via Liquid hazardous waste treatment
	Water dosed with sodium hydroxide (pH 7.5-9.0)	11,000 litres	Discharge to sewer in accordance with an agreed trade effluent agreement with the sewerage undertaker
Associated infrastructure	Mixed municipal waste from site workers	To be confirmed in the ES	Recycled – source segregation of metal, paper and card, plastics and glass Recovered – residual waste that cannot be recycled will be collected for recovery.
RDF Processing Facility	Non-ferrous metal	9,000	Recycled off-site
	Ferrous metal	33,000 tonnes	Recycled off-site
	Medium / heavy inert material	90,000 tonnes	Recycled off-site

Element	Waste Stream	Amount	Management in accordance with the waste hierarchy
	Light inert material (e.g. glass) suitable for LWA	60,000 tonnes	Recycled in the LWA to a market specification product
	Light inert material (e.g. glass) not suitable for LWA	60,000 tonnes	Recycled off-site
	Processed RDF	1,000,000 tonnes	Recovery - energy recovery in the gasifier. The plant is Waste Framework Directive R1 compliant and therefore a recovery process

5.16.5 The operation of the Facility will be governed by the Conditions associated with an Environmental Permit issued by the Environment Agency. This will set specific standard associated with the management of wastes produced on site (amongst other things) to ensure the wastes are handled in accordance with Best Available Techniques.

5.16.6 The measures proposed for waste management during the construction phase of the works will be adhered to during decommissioning, in accordance with a decommissioning plan that will accord with relevant policy, legislation and guidance relevant at the time. The Decommissioning Plan will be agreed with relevant authorities prior to the decommissioning starts and will contain relevant measures to manage waste.

5.17 Transboundary Impacts

5.17.1 Transboundary impacts look at how a project might have an impact across borders. As the Facility is located within the UK and is far removed from any international boundaries it is not anticipated that there will be any transboundary impacts.

6 Conclusions

6.1.1 **Table 6** below summaries the impacts during the construction, operational and decommissioning phases of the Facility.

Table 6 Summary of PEIR Topic Impacts

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Construction							
Chapter 8 Cultural Heritage	Direct impact to potential buried archaeological remains.	66: Prehistoric peat deposits and historic alluvium	High	High negative	Major adverse	Archaeological evaluation and recording.	Minor adverse
		90: The Haven Mudbanks	Low	High negative	Major adverse	Archaeological evaluation and recording.	Minor adverse
		91: Foreshore remains	High	High negative	Major adverse	Archaeological evaluation and recording.	Minor adverse
		96: Buried archaeological features	High	High negative	Major adverse	Archaeological evaluation and recording.	Minor adverse
	Indirect impact upon setting of designated heritage assets	1: Wybert's Castle	High	Negligible negative	Moderate adverse	Standard construction hours & practices	Minor adverse
		5: Slippery Gowt Sluice	High	Negligible negative	Minor adverse	Standard construction hours & practices	Minor adverse
		6: Maud Foster Sluice	High	Negligible negative	Minor adverse	Standard construction hours & practices	Minor adverse
		7: Parish Church of St Nicholas	High	Negligible negative	Minor adverse	Standard construction hours & practices	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
		26: St Botolph's Church	High	Negligible negative	Minor adverse	Standard construction hours & practices	Minor adverse
		31: Skirbeck Conservation Area	Medium	Low negative	Minor adverse	Standard construction hours & practices	Minor adverse
		33: Wyberton Conservation Area	Medium	Negligible negative	Minor adverse	Standard construction hours & practices	Negligible adverse
	Direct impact upon above ground heritage asset	65: The 'Roman Bank'	Medium	Medium negative	Moderate adverse	Archaeological survey and excavation	Neutral
	Indirect impact upon setting of recorded non-designated assets	65: The 'Roman Bank'	Medium	Medium negative	Moderate adverse	Public information board (enhancement)	Minor adverse
Chapter 9 Landscape and Visual Impact	Landscape Character	Proposed Site and Environs	Low	Low medium	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Landscape Character	B1 - Bicker to Wyberton Settled Fen	Medium	Low medium	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Landscape Character	B3 - Wrangle to Cowbridge Settled Fen	Medium	Low medium	Minor adverse	Embedded mitigation	Minor adverse
	Landscape Character	C1 – Welland to Haven Reclaimed Saltmarsh	Medium	Low medium	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 2; Looking south west from Church Green Road near Fishtoft.	High	Negligible	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 3; Looking west from Footpath (Fish/3/1) at Fishtoft.	High	Negligible	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 4; Looking north west from Scalp Road, near property Appleside.	High	Negligible	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Visual Receptors (Summary of Representative Viewpoint	View 6; Looking north west from Footpath Fish/13/10 at junction with	High	Low	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Analysis)	Footpath Fish/13/9 on the north bank of The Haven.					
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 7; Looking north west from the junction of Footpaths Fish/13/2, Fish/13/5 and Fish/13/7 on the north bank of The Haven.	High	Low medium	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 8; Looking south from Footpath Bost/13/3 near St Nicholas's Church, Skirbeck Conservation Area and properties off The Featherworks / Skirbeck Gardens.	High	Medium high adverse	Moderate major adverse	Embedded mitigation	Moderate major adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 9; Looking north from Footpath Bost/14/8.	High	Medium adverse	Moderate adverse	Embedded mitigation	Moderate adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 10; Looking east from Marsh Lane near property Cremorne and opposite property Coronation Villa.	High	Medium adverse	Moderate adverse	Embedded mitigation	Moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 11; Looking east from near properties along Wyberton Low Road (also Sustrans Route 1 / North Sea Cycle Route).	High	Medium adverse	Moderate adverse	Embedded mitigation	Moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 13; Looking north from Silt Pit Lane near property Silt Pit Farm.	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 14; Looking north east from Church Lane at Wyberton Park near property Denemere	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint	View 15; Looking north from near properties off Rowdyke Road.	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Analysis)						
	Visual Receptors (Summary of Representative Viewpoint Analysis)	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
Chapter 10 Noise and Vibration	Increased Noise on Sensitive Receptors from On-Site Construction	Residential	Medium	To be assessed during ES stage.			
	Increased Noise on Sensitive Receptors from Off-Site Construction Traffic	Residential	Medium	No Impact to Major Adverse	Negligible to Major Adverse	Traffic Management Plan	Minor Adverse
	Construction Vibration	Residential	Medium	No Impact	Negligible to Minor Adverse	Best Practice Measures (BPM)	Negligible Adverse
Chapter 11 Contaminated Land, Land Use and Hydrogeology	Impact 1 – Impact on Human Health, Including Construction	Human Health	High	Low	Minor	Further investigation to assess ground gas risk and embedded mitigation	Minor Adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Workers and General Public During Any Excavations and Construction Related Activities						
	Impact 2 – Impact on Groundwater Quality from construction related activities	Groundwaters	Medium	Negligible	Minor	Embedded mitigation	Minor Adverse
	Impact 3 – Impact on Groundwater Quantity from construction related activities	Groundwaters	Medium	Negligible	Minor	Embedded mitigation	Minor Adverse
	Impact 4 – Impact on Surface Water Quality from general earthworks and	Surface waters	Medium	Negligible	Minor	Embedded mitigation	Minor Adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	construction related activities						
	Impact 5 – Impact on soil quality	Soils quality	High	Moderate	Moderate	Embedded mitigation	Minor Adverse
	Impact 6 – Loss of Best Most Versatile (BMV) agricultural land	Land Use	High	Negligible	Minor	Embedded mitigation	Minor Adverse
Chapter 12 Terrestrial Ecology	Statutory Designated Sites	Havenside LNR	High	No impact	-	-	No impact
	Non-statutory Designated Sites	LWS' (Havenside, South Forty Drain and Slippery Gowt Sea Bank)	Medium	No impact	-	-	No impact
	Impacts to habitats	All types	Low	High	Minor adverse	Implementation of landscape mitigation planting. Minimal loss of habitats through site design.	Minor adverse
	Impact to badgers	Badgers	Low	No impact	-	Pre-construction surveys to confirm badgers remain absent.	No impact

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Impact to water voles	Water voles	High	No impact	-	Updated surveys to confirm water voles remain absent.	No impact
	Impact to otters	Otters	High	No impact	-	Updated surveys to confirm otters remain absent.	No impact
	Impact to foraging and commuting bats	Bats (foraging and commuting only)	High	High	Major adverse	Pre-construction survey to confirm the presence of bats. Replacement planting of hedgerows that require removal, as part of the landscape mitigation planting strategy. All temporary lighting to be designed line with the BCT Bats and Lighting in the UK guidance (2018). This to include the use of directional	Moderate adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
						lighting during construction; Construction phase lighting will be limited to between 7am-7pm in low light conditions, with lower-level security lighting outside of these times; Ensure that dark corridors remain in place during the construction phase.	
	Impacts to reptiles	Reptiles	Medium	High	Moderate adverse	Precautionary methods of working during construction, including tool box talk, habitat manipulation and ecological supervision.	Minor adverse
	Impact to bird populations	Bird populations (loss of habitat and in turn loss of	Medium	High	Moderate adverse	Removal of vegetation outside	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
		nesting opportunities)				of nesting bird season. Pre-work checks for nesting sites if vegetation requires removal during nesting bird season.	
	Impact to terrestrial invertebrates	Terrestrial invertebrates	Low	Low	Minor adverse	Integration of habitat for invertebrate species into Facility design (e.g. varied planting regime to provide sheltered elevated temperatures for invertebrates, foraging areas and nectar and pollen for flower-dependent invertebrates	Minor adverse
Chapter 13 Surface Water, Flood Risk and Drainage Strategy	Direct disturbance of surface watercourses	IDB drains	Low	Negligible	Negligible	Embedded mitigation measures only	Negligible
	Increased sediment supply	IDB drains	Low	Negligible	Negligible	Embedded mitigation measures only	Negligible

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Accidental release of contaminants	IDB drains	Low	Negligible	Negligible	Embedded mitigation measures only	Negligible
	Changes to surface water runoff and flood risk	IDB drains	Low	Low	Minor adverse	An existing attenuation pond will be used before discharging via surface water ditches at a controlled rate into the IDB drain adjacent to the Site.	Negligible
Chapter 14 Air Quality Assessment	Construction phase dust and particulate matter	Human receptors	Dust soiling: low Human health: low	Large	Assessment methodology does not assign significance before mitigation	Best practice mitigation measures to be detailed within a CEMP	Not significant
	Road traffic emissions	Human receptors	High	Moderate adverse at one receptor and negligible at 29 receptors	Minor adverse	To be reported at ES stage	To be determined
Chapter 15 Marine Sediment and Water Quality	Impacts on suspended solids concentrations associated with capital dredging	Water Quality	Medium	Low	Minor Adverse	None required	Minor Adverse
	Impacts on water quality associated with release of	Water Quality	Medium	Low	Minor Adverse	None required	Minor Adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	sediment contamination						
	Impacts on water quality associated with using concrete in the marine environment	Water Quality	Medium	No Impact			
Chapter 16 Estuarine Processes	Changes in suspended sediment concentrations due to capital dredging of the berthing areas	The Wash group and Havenside LNR	N/A	N/A	No impact	N/A	No impact
	Changes in estuary-bed level due to capital dredging of the berthing areas	The Wash group and Havenside LNR	N/A	N/A	No impact	N/A	No impact
Chapter 17 Marine and Coastal Ecology	Loss of and/or change to estuarine habitats and associated species within the footprint of the wharf and dredging area	Mudflats	Medium	Low	Minor adverse	Material removed to be restricted to minimum. The design of the quay wall and wharf has been set to minimise the volume of capital dredging required.	Minor adverse
		Saltmarshes	Medium	Low	Minor adverse		Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Increased suspended sediment concentrations from capital dredging, with potential for sediment-bound contaminants to be released	Fish	Medium	Medium	Moderate adverse	Material removed to be restricted to minimum. The design of the quay wall and wharf has been set to minimise the volume of capital dredging required.	Minor adverse
		Benthic fauna	Low	Low	Minor adverse		Minor adverse
	Disturbance due to human activity/increased human presence (excluding underwater noise, but including airborne noise)	Birds	To be assessed when predictions of noise generation during construction have been undertaken			The need for, and nature of mitigation will be considered when the predicted construction noise levels have been confirmed.	-
	Underwater noise (piling and vessel movements)	Fish	Medium	Medium	Moderate adverse	The need for, and nature of mitigation will be considered when the impact assessment is further progressed and the potential for underwater noise generation is better understood.	Moderate adverse
		Marine mammals	High	Negligible	Minor adverse		Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Chapter 18 Navigational Issues	The outcomes of the NRA will be presented in the ES						
Chapter 19 Traffic and Transport	Peak WCS - Impact Pedestrian Severance	1, 2, 3, 4, 5, 6, 7.	Low to High	Very Low	Negligible - Minor	N/A	Negligible - Minor
		10.	Low	Medium	Minor	N/A	Minor
	Peak WCS Pedestrian Amenity	7	Medium	Very Low	Minor	N/A	Minor
		1, 3, 4, 5.	Low – Medium	Low - Medium	Minor	N/A	Minor
		2, 10.	Low - Medium	Medium - High	Minor	N/A	Minor
		6.	High	Medium	Major	HGV diversion to alternative route (Link 3)	Minor
	Peak WCS PRoW Closures	Boston Public Footpath No. 14.	High	Low	Moderate	Utilise traffic lights or banksmen to monitor crossing of section 14/3 during construction period.	Minor
	Peak WCS Road Safety	Clusters 1, 2, 3.	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES
	Peak WCS Driver Delay	Junctions 1, 2, 3, 4.	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Average WCS Pedestrian Severance	1, 2, 6, 10.	Low to High	Very Low	Negligible - Minor	N/A	Negligible - Minor
	Average WCS Pedestrian Amenity	1, 2, 6.	Low to High	Very Low	Negligible - Minor	N/A	Negligible - Minor
		10	Low	Low	Minor	N/A	Minor
	Average WCS PRoW Closures	Boston Public Footpath No. 14	High	Low	Moderate	Utilise traffic lights or banksmen to monitor crossing of section 14/3 during construction period.	Minor
	Average WCS Road Safety	Clusters 1, 2, 3.	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES
	Average WCS Driver Delay	Junctions 1, 2, 3, 4.	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES
Chapter 20 Socio-Economics	Employment	AOI	Medium	Beneficial	Moderate	n/a	Beneficial, Moderate
	Housing Market	AOI	Low	Negligible	Negligible	n/a	Negligible
	Primary Education	3 km of Application Site	Medium	Negligible	Negligible	n/a	Negligible
	Secondary Education	5 km of Application Site	Medium	Adverse	Minor	Effective mitigation through the commitment of BBC to deliver a new secondary	Negligible

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
						school in Boston, as identified in the SEELP Infrastructure Delivery Plan	
	Health	5 km of Application Site	Medium	Negligible	Negligible	n/a	Negligible
	Tourism	AOI	Low	Negligible	Negligible	n/a	Negligible
Chapter 21 Climate Change	No significant effects.						
Chapter 22 Health Impact Assessment	To be assessed in the ES.						
Chapter 23 Waste Assessment Report	To be assessed in the ES.						
Operation							
Chapter 8 Cultural Heritage	Direct impact to potential buried archaeological remains	No further impact					
	Indirect impact upon setting of designated heritage	1: Wybert's Castle	High	Negligible negative	Minor adverse	n/a	Minor adverse
		5: Slippery Gowt Sluice	High	Negligible negative	Minor adverse	n/a	Minor adverse
		6: Maud Foster	High	Negligible negative	Minor adverse	n/a	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	assets	Sluice					
		7: Parish Church of St Nicholas	High	Negligible negative	Minor adverse	n/a	Minor adverse
		26: St Botolph's Church	High	Negligible negative	Minor adverse	n/a	Minor adverse
		31: Skirbeck Conservation Area	Medium	Minor negative	Minor Adverse	n/a	Minor adverse
		33: Wyberton Conservation Area	Medium	Negligible negative	Negligible Adverse	n/a	Minor adverse
	Direct impact upon above ground heritage asset	No further impact					
	Indirect impact upon setting of recorded non-designated assets	65: The 'Roman Bank'	Medium	Medium negative	Moderate adverse	Public information board (enhancement)	Minor adverse
Chapter 9 Landscape and Visual Impact	Landscape Character – Year 1	Proposed Site and Environs	Low	Low medium	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Landscape Character – Year 1	B1 - Bicker to Wyberton Settled Fen	Medium	Low medium	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Landscape Character – Year 1	B3 - Wrangle to Cowbridge Settled Fen	Medium	Low medium	Minor adverse	Embedded mitigation	Minor adverse
	Landscape Character – Year 1	C1 – Welland to Haven Reclaimed Saltmarsh	Medium	Low medium	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 2; Looking south west from Church Green Road near Fishtoft.	High	Negligible adverse	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 3; Looking west from Footpath (Fish/3/1) at Fishtoft.	High	Negligible adverse	Minor negligible adverse	Embedded mitigation	Minor negligible adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 4; Looking north west from Scalp Road, near property Appleside.	High	Negligible adverse	Minor negligible adverse	Embedded mitigation	Minor negligible adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 6; Looking north west from Footpath Fish/13/10 at junction with Footpath Fish/13/9 on the north bank of The Haven.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 7; Looking north west from the junction of Footpaths Fish/13/2, Fish/13/5 and Fish/13/7 on the north bank of The Haven.	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 8; Looking south from Footpath Bost/13/3 near St Nicholas's Church, Skirbeck Conservation Area and properties off The Featherworks / Skirbeck Gardens.	High	Medium adverse	Moderate adverse	Embedded mitigation	Moderate adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 9; Looking north from Footpath Bost/14/8.	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 10; Looking east from Marsh Lane near property Cremorne and opposite property Coronation Villa.	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 11; Looking east from near properties along Wyberton Low Road (also Sustrans Route 1 / North Sea Cycle Route).	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 13; Looking north from Silt Pit Lane near property Silt Pit Farm.	High	Low medium adverse	Minor moderate adverse	Embedded mitigation	Minor moderate adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 14; Looking north east from Church Lane at Wyberton Park near property Denemere	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 15; Looking north from near properties off Rowdyke Road.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse
	Visual Receptors (Summary of Representative Viewpoint Analysis) – Year 1	View 16; Looking north east from properties off Causeway.	High	Low adverse	Minor adverse	Embedded mitigation	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Chapter 10 Noise and Vibration	Increased Daytime Noise on Sensitive Receptors from The Boston Alternative Energy Facility	Residential	Medium	No Impact to Major	Negligible to Major Adverse	BPM, Noise attenuation from engineering, enhanced cladding and enclosure design, procurement of quieter design plant,	Negligible to Minor Adverse
	Increased Night time Noise on Sensitive Receptors from The Boston Alternative Energy Facility	Residential	Medium	No Impact to Moderate	Negligible to Moderate Adverse	BPM, Noise attenuation from engineering, enhanced cladding and enclosure design, procurement of quieter design plant,	Negligible to Minor Adverse
	Increased Noise on Sensitive Receptors from Off-Site Operational Traffic	Residential	Medium	No Impact to Negligible	Negligible Adverse	n/a	Negligible Adverse
	Operational Vessel Movements	Residential	Medium	No Impact to Negligible	Negligible Adverse	n/a	Negligible Adverse
	Operational Vibration	Residential	Medium	No Impact to Negligible	Negligible Adverse	n/a	Negligible Adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Chapter 11 Contaminated Land, Land Use and Hydrogeology	Impact 1 - Impact on Human Health and Controlled waters Including Workers and Public During Operation as a result of residual contaminants present within the ground	Human Health Groundwater Surface waters	High	Negligible	Minor	Embedded mitigation	Minor Adverse
	Impact 2 - Impact on human health and controlled waters during Operation from as a result of new sources of contamination being introduced	Human Health Groundwater Surface waters	High	Negligible	Minor	Embedded mitigation	Minor Adverse
Chapter 12 Terrestrial Ecology	Disturbance effects associated Maintenance Activities	Disturbance to Habitats and Species from Maintenance Activities	High	Negligible	Minor adverse	-	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	Disturbance to Fauna from Operational Lighting and Noise	Disturbance to Fauna from Operational Lighting and Noise	High	Negligible	Minor adverse	Production and implementation of an Operational Lighting Scheme	Minor adverse
Chapter 13 Surface Water, Flood Risk and Drainage Strategy	Changes to surface water runoff and flood risk	IDB drains	Low	Low	Minor adverse	An existing attenuation pond will be used before discharging via surface water ditches at a controlled rate into the IDB drain adjacent to the Site.	Negligible
	Supply of fine sediment and other contaminants	IDB drains	Low	Negligible	Negligible	Embedded mitigation measures only	Negligible
Chapter 14 Air Quality Assessment	Stack, road traffic and vessel emissions	Human and ecological receptors	To be determined	To be determined	To be reported at ES stage	To be determined	To be determined
Chapter 15 Marine Sediment and Water Quality	Impacts on suspended solids concentrations and chemical contaminants associated with maintenance dredging	Water Quality	Medium	Low	Minor Adverse	None required	Minor Adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Chapter 16 Estuarine Processes	Changes to the tidal current regime and erosion/accretion patterns due to the presence of the wharf and berthing areas	The Wash group and Havenside LNR	N/A	N/A	No impact	N/A	No impact
	Changes to the wave regime (ship wash) due to the increase in vessel traffic	The Wash group and Havenside LNR	N/A	N/A	No impact	N/A	No impact
	Changes in suspended sediment concentrations due to maintenance dredging of the berthing areas	The Wash group and Havenside LNR	N/A	N/A	No impact	N/A	No impact
	Changes in estuary-bed level due to maintenance dredging of the berthing areas	The Wash group and Havenside LNR	N/A	N/A	No impact	N/A	No impact

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Chapter 17 Marine and Coastal Ecology	Habitat alteration due to hydrodynamic changes	Intertidal and subtidal habitats	Low	Medium	Minor adverse	Dredging works to be minimised according to best practice and monitor the seabed and habitat level through regular bathymetric and habitat surveys.	Minor adverse
	Changes in vessel traffic and movement leading to increased ship wash, underwater noise, disturbance and collision risk	Increased risk of invasive species with ballast water	Negligible	Negligible	Negligible	Shipping to be kept to a minimum, as necessary. Slow speed (max. 4 knots) to be kept for all vessels.	Negligible
		Intertidal habitats (increased ship wash)	Negligible	Negligible	Negligible		Negligible
		Birds and marine mammals (visual disturbance)	Low	Low	Minor adverse		Minor adverse
		Fish, birds and marine mammals (increased underwater noise)	Medium	Low	Minor adverse		Minor adverse
		Marine mammals (vessel collision)	Low	Medium	Minor adverse	Slow speed (max. 4 knots) to be kept for all vessels. Vessel movements to be incorporated in to recognised vessel routes.	Minor adverse
	Increased levels of	Fish (migration and behaviour)	Medium	Negligible	Minor adverse	Given that the maintenance	Minor adverse

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	suspended sediments due to maintenance dredging	Benthic fauna	Low	Negligible	Negligible	dredging will form part of the existing wider maintenance programme, and the nature of the predicted impacts, no specific measures are considered necessary.	Negligible
	Beaching of vessels at low tide	Benthic fauna	Low	Minor	Minor adverse	No mitigation was deemed necessary	Minor adverse
	Increased emissions to air and deposition on marine and estuarine habitats	Marine and coastal habitats	Potential impacts will be assessed when the results of the air quality assessment are available				
Chapter 18 Navigational Issues	The outcomes of the NRA will be presented in the ES						
Chapter 19 Traffic and Transport	Impact 1: Pedestrian Severance	10	Low	Low	Negligible	N/A	Negligible
	Impact 2: Pedestrian Amenity	10	Low	Very Low	Negligible	N/A	Negligible
	Impact 2: PRoW Closures	Boston Public Footpath No. 14	High	Low	Moderate	Utilise traffic lights or banksmen to monitor crossing of	Minor

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
						section 14/3 during construction period.	
	Impact 3: Road Safety	Clusters 1, 2, 3.	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES	TBD in the ES
	Impact 4: Driver Delay	Junctions 1, 2, 3, 4.	High	Very Low	Minor	N/A	Minor
Chapter 20 Socio-Economics	Employment	AOI	Medium			n/a	Beneficial, Minor
	Housing Market	AOI	Low	Negligible	Negligible	n/a	Negligible
	Primary Education	3 km of Application Site	Medium	Negligible	Negligible	n/a	Negligible
	Secondary Education	5 km of Application Site	Medium	Negligible	Negligible	n/a	Negligible
	Health	5 km of Application Site	Medium	Negligible	Negligible	n/a	Negligible
	Tourism	AOI	Low	Negligible	Negligible	n/a	Negligible
	Energy Security/Reliability	AOI	Medium/High	Beneficial	Moderate-Substantial	n/a	Beneficial, Moderate-Substantial
Chapter 21 Climate Change	GHG emissions from the Facility	Global atmosphere	The assessment approach does not consider the sensitivity of the receptor, which is the global atmosphere.	N/A	Not likely to represent a significant net CO2 emissions contribution	The proposed Facility represents an opportunity to increase renewable energy generation and avoid emissions associated with current 'baseline' operations.	Not significant
	Impact of	The vulnerability	The site is	Moderate risk	To be addressed at the ES stage		

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	climate change on the Facility	of the Facility and associated infrastructure to increased flood risk as a result of potential climate change.	considered to have a high sensitivity				
Chapter 22 Health Impact Assessment	To be assessed in the ES.						
Chapter 23 Waste Assessment Report	To be assessed in the ES.						
Decommissioning							
Chapter 8 Cultural Heritage	Direct impact to potential buried archaeological remains	66: Prehistoric peat deposits and historic alluvium	High	Negligible negative	Minor adverse	Previous works during construction will have mitigated	Minor adverse
		90: The Haven Mudbanks	High	Negligible negative	Minor adverse	Previous works during construction will have mitigated	Minor adverse
		91: Foreshore remains	High	Negligible negative	Minor adverse	Previous works during construction will have mitigated	Minor adverse
		96: Buried archaeological features	High	Negligible negative	Minor adverse	Previous works during construction will have mitigated	Minor adverse
	Indirect impact upon setting of designated	1: Wybert's Castle	High	Minor positive	Minor beneficial	n/a	Minor beneficial
		5: Slippery Gowt Sluice	High	Negligible positive	Negligible beneficial	n/a	Negligible beneficial

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
	heritage assets	6: Maud Foster Sluice	High	Low positive	Minor beneficial	n/a	Minor beneficial
		7: Parish Church of St Nicholas	High	Low positive	Negligible beneficial	n/a	Negligible beneficial
		26: St Botolph's Church	High	Low positive	Negligible beneficial	n/a	Negligible beneficial
		31: Skirbeck Conservation Area	Medium	Low positive	Negligible beneficial	n/a	Negligible beneficial
		33: Wyberton Conservation Area	Medium	Low positive	Negligible beneficial	n/a	Negligible beneficial
	Direct impact upon above ground heritage asset	No impact					
	Indirect impact upon setting of recorded non-designated assets	65: The 'Roman Bank'	Medium	Low positive	Minor beneficial	n/a	Minor beneficial
Chapter 9 Landscape and Visual Impact	Impacts will be the same as during construction.						
Chapter 10 Noise and Vibration	No decision has been made regarding the final decommissioning policy for the Facility as it is recognised that industry best practice, rules and legislation change over time. However, the Facility will likely be removed or retro-fitted to continue use. The detail and scope of the decommissioning works will be determined by the relevant legislation and guidance at the time of decommissioning and agreed with the appropriate authority. A decommissioning plan will be provided. As such, for the purposes of a worst case scenario, impacts no greater than those identified for the construction phase are expected for the decommissioning phase						
Chapter 11 Contaminated	It is anticipated that the decommissioning impacts will be similar in nature to those of construction.						

Potential Impact		Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Land, Land Use and Hydrogeology							
Chapter 12 Terrestrial Ecology	No additional impacts on terrestrial ecology are anticipated during the decommissioning phase than those identified during construction.						
Chapter 13 Surface Water, Flood Risk and Drainage Strategy	It is anticipated that impacts on surface water and flood risk receptors resulting from decommissioning stage activities will be similar in nature to those resulting from construction stage activities.						
Chapter 14 Air Quality Assessment	Decommissioning phase dust emissions	Human receptors	Dust soiling: low Human health: low	Large	Assessment methodology does not assign significance before mitigation	Best practice mitigation measures to be detailed within a CEMP	Not significant
Chapter 15 Marine Sediment and Water Quality	No impacts on marine water and sediment quality are anticipated during the decommissioning phase						
Chapter 16 Estuarine Processes	As the wharf structure is not anticipated to be decommissioned therefore decommissioning impacts have not been assessed.						
Chapter 17 Marine and Coastal Ecology	No impacts on marine and coastal ecology are anticipated during the decommissioning phase.						
Chapter 18 Navigational Issues	The outcomes of the NRA will be presented in the ES.						

Potential Impact	Receptor	Value/ Sensitivity	Magnitude	Significance	Mitigation	Residual Impact
Chapter 19 Traffic and Transport	Whilst details regarding the decommissioning of the Facility are currently unknown, considering the worst case scenario which would be the removal and reinstatement of the current land use at the site, it is anticipated that the impacts would be no worse than those during construction. It is anticipated that the impacts during decommissioning will be similar in nature to those of construction with reduced traffic generation.					
Chapter 20 Socio-Economics	Impact Summary during decommissioning will be the same as during construction					

7 Contact Us

7.1.1 This document provides a brief summary of the kinds of issues which have been considered as part of our Environmental Impact Assessment for the Facility. If you wish to see more detailed information, the Boston Alternative Energy Facility PEI Report is available online on the Boston Alternative Energy Facility website.

REPORT

Boston Alternative Energy Facility - Appendix 5.24

Appendix 5.24 Phase Three 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-3005.24
Status:	Final/0.0
Date:	23 March 2021

baef
Boston Alternative Energy Facility

Royal HaskoningDHV
Enhancing Society Together

Appendix 5.24 Phase Three feedback summary

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

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REPORT

Phase Three Feedback Summary

Boston Alternative Energy Facility

Client: Alternative Use Boston Projects Limited

Reference: PB6934-ATH-ZZ-XX-RP-Z-1004
Status: Draft/P01.00
Date: 20 September 2019

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Table of Contents

Table of Tables

Table of Figures

1 Introduction

Six Public Information Days were hosted on behalf of Alternative Use Boston Projects Ltd (AUBP) in June and July 2019 as part of the formal consultation process on the Preliminary Environmental Information Report (PEIR) for the Boston Alternative Energy Facility (the Facility). The Public Information Days provided an opportunity for the project team to consult with the local community and provide an update on the project.

The PEIR identifies potentially significant impacts associated with constructing, operating and decommissioning the Facility, and considers mitigation measures to reduce these impacts. Attendees were invited to provide their views on the proposed Facility, the information provided in the PEIR and the associated suggested mitigation, both in person and / or via a feedback form.

The Public Information Days were held at the following locations:

Table 1 Locations, dates and times of Public Information Days

Venue	Date	Time
Fishtoft Pavilion, Playing Fields, Church Green Road, Fishtoft, PE21 0RP	Thursday 27 June 2019	3pm – 7pm
Frampton Church House Village Hall 140 Middlegate Road, Frampton, PE20 1AW	Friday 28 June 2019	3pm – 7pm
St Thomas' Church London Road, Boston, PE21 7EJ	Saturday 29 June 2019	12pm – 4pm
Ridlington Centre Sibsey Lane, Boston, PE21 6HB	Thursday 4 July 2019	3pm – 7pm
Wyberton Parish Hall London Road, Boston, PE21 7DE	Friday 5 July 2019	1pm – 5pm
St Nicholas' Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 6 July 2019	12pm – 4pm

These Public Information Days formed part of the Phase Three statutory 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 Statement (ES) and by the project team as the proposed Facility is developed. The team will subsequently take comments into account as the scheme progresses or will identify reasons why comments have not been accommodated. These responses will be summarised in a comprehensive Consultation Report, which will be submitted with the DCO application.

The Phase Three 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, hard to reach groups and large employers close to the site to display;
- articles published in the local media; and

- social media posts on the project's Twitter profile.

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

2 Attendance

A total of 99 people attended the Phase Three Public Information Days. All attendees were invited to complete a feedback form. Twenty-three feedback forms were received, 20 in hard copy and three via the online survey. One respondent completed both the electronic version and a hard copy of the feedback form, so there were 22 respondents in total.

The first question on the feedback form asked in which capacity the respondent was providing comments on the proposed Facility. Options were: local resident; a community or residents' group; parish council representative; local councillor, or; 'other'. Twenty-two respondents answered this question, all of whom identified themselves as a local resident.

Table 2 shows the number of attendees and feedback forms received from each venue. Please note, the second question on the feedback form asked for confirmation of the Public Information Day events that were attended by the respondent (more than one option could be selected). Several respondents had attended more than one consultation event.

Table 2 Number of attendees at Public Information Days

Venue	Date	Number of attendees	Number of feedback forms received
Fishtoft Pavilion Playing Fields, Church Green Road, Fishtoft, PE21 0RP	Thursday 27 June 2019	24	11
Frampton Church House Village Hall,140 Middlegate Road, Frampton, PE20 1AW	Friday 28 June 2019	20	4
St Thomas' Church London Road, Boston, PE21 7EJ	Saturday 29 June 2019	16	3
Ridlington Centre Sibsey Lane, Boston, PE21 6HB	Thursday 4 July 2019	11	2
Wyberton Parish Hall London Road, Boston, PE21 7DE	Friday 5 July 2019	11	2
St Nicholas' Community Centre Fishtoft Road, Boston PE21 0AA	Saturday 6 July 2019	17	3

3 How people found out about the Public Information Days

Question three 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.

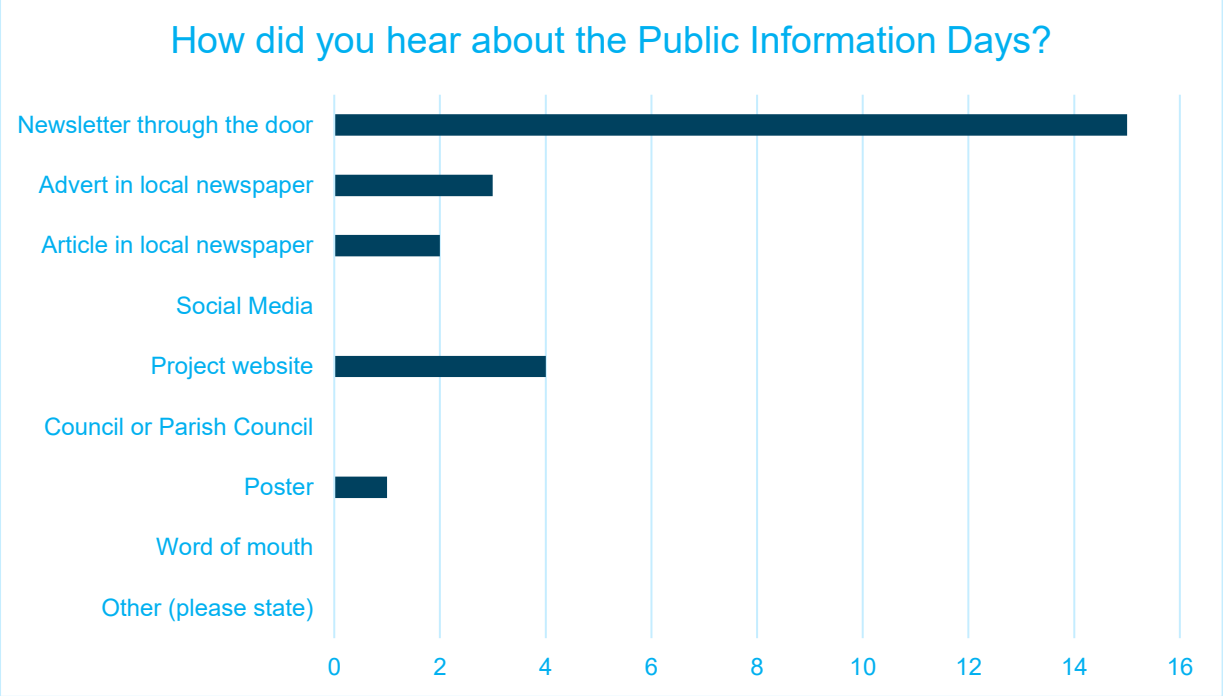

Figure 1 How people found out about the Public Information Days

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 (71%) 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 two respondents answered that the information both was and wasn't useful; one respondent did not answer the question.

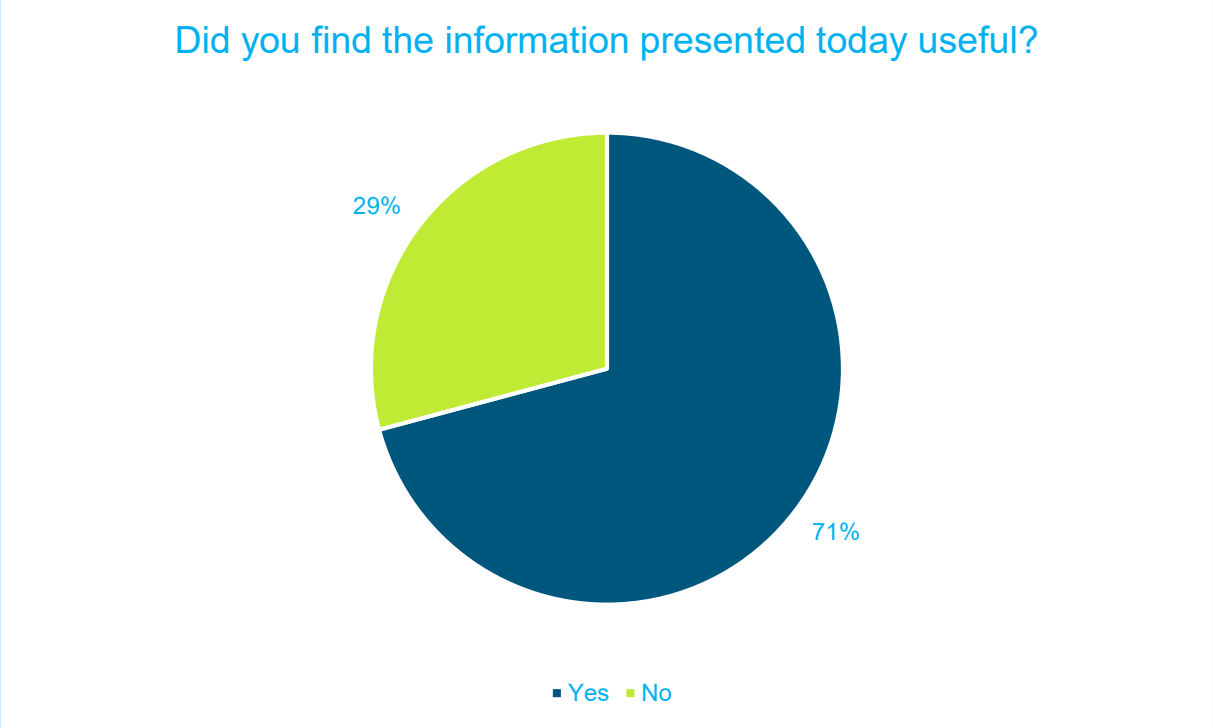

Figure 2 How useful were the Public Information Days

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

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

Theme	Count
Staff at events helpful/answered their questions	4
Information regarding size/layout/location of Facility	3
Information regarding Development Consent Order process	2
Update from Phase One and Two Consultation	2
Information regarding noise pollution	2
Information regarding fire safety	2
Exhibition board display	2
Information regarding waste	1
Information regarding visual impact	1
Information regarding air pollution/CO_2 emissions	1

Seven people stated that they did not find the information presented at the Public Information Days useful. A breakdown of their feedback in the open text box 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
Information not backed up by sufficient data	4
Unclear how to register as an interested party during the Planning Inspectorate's examination period	2
Lack of information on the health impacts for local residents	2
Information regarding waste and safety of hazardous waste	2
Staff not available to answer specific questions	1

5 Please tell us your views on the proposed Facility

This was an open text question which gave respondents the opportunity to provide their general views on the proposed Facility. A total of 22 respondents left an answer to this question. The most numerous comments made were in favour of the Facility. Please note that some respondents' answers contained more than one comment. A breakdown of responses to this question can be seen in **Table 5** below.

Table 5 Breakdown of respondents' views on the proposed Facility

Theme	Count
Positive comment in favour of the Facility	12
A good use of household waste; preferable to landfill/being sent abroad	6
Concern regarding impact on human health	5
Worried that impacts of the Facility have not been properly assessed	4
Concerns about air pollution	4
Concern about size of Facility	3
Objection to the Facility due to there already being an energy from waste plant in the industrial estate	3
Concern over odour	3
Concern about traffic impact on Boston	2
Concern over financial security of developer	2
Concern that jobs at the Facility won't go to local people	1
Concern regarding impact on environment	1
Concern over origin of waste	1
Concern over extra vessels' impact on the Haven	1
Concern that there is an overcapacity of energy-from-waste Facilities being built	1
Concern over fire risk of waste	1
Concern over pests associated with waste	1

6 Do you have any comments on the information provided in the Preliminary Environmental Information Report and/or the Non-Technical Summary?

This open text question asked respondents for their thoughts on the PEIR. Nineteen respondents left a response, including four who said they had no comments on the PEIR. All other responses to this question have been listed below in **Table 6**. Please note that some respondents' answers contained more than one comment.

Table 6 Comments received on the PEIR and/or Non-Technical summary

There is an opportunity to use the waste generated locally as well, as the Facility is located next to a local waste disposal site. At the planning stage it could be a good idea to incorporate the local facility into the energy project i.e. planning on how waste can be transported between sites without using the local roads i.e. a conveyor system? Would stopping the transport of waste between Boston and Lincoln contribute to cutting out national carbon emissions?
They seem to be doing everything they can to create the least disturbance.
Found it very interesting.
Very adequate.
I am concerned about noise for residents across the river on and around Fishtoft Road.
I feel there should be more CO_2 collection and storage, even if the market is small.
I am at a loss at what 'embedded mitigation' means concerning high visual impact of plant - Chapter 9 etc.
I am more concerned about noise and vibration impact not only during construction but during working life.
Seems a lot of environmental reporting (i.e. full Environmental Statement) hasn't been done yet so there's going to be a delay in getting full picture. Also, some work will need to be duplicated which seems a bit of a waste of time and money.
Found report 'not user friendly to the layperson'. Found non-technical summary indigestible, so much info, covering so many areas and mostly based on best guesses, projections and estimates.
Seems very clear and helpful to see.
Difficult to believe vehicle movement, even though reduced from the original plan, will have 'negligible adverse' effect with the transport issue Boston has.
Further pollution impact of air quality on ecology is important.
Too much information for a lay person to absorb. Too many guesses, projections and estimates.
Measuring of particulate matter continuously seems to be a contentious issue.
Does not seem environmentally friendly with regard to the amount of greenhouse gas emissions.
Construction impacts will be temporary - I don't consider at least four years temporary.
No consideration seems to have been given to how rats will be prevented from attacking rubbish containers along the wharf beside the river. This is likely to be a major problem as there are some very large rats in this area. Seagulls will also present a similar problem.
It is admitted that some pollutants will be emitted from the three stacks. Although these are to be monitored to 'not exceed' environmental levels, the fact remains that every hour of every day, for at least 25 years, pollutants including Benzo (A) Pyrene (BAP), alleged to be a cancer-causing agent, will be damaging our environment.
Appears it will increase greenhouse gases, one tonne waste = one tonne CO_2. I feel that gasification plant is just a clever name for an incinerator and it will not be that energy efficient.
Tends to skip over the pollution facts.

7 Do you have any comments on the suggested mitigation of potential environmental, operational or visual impacts during construction or operation of the proposed Facility?

This was an open text question which asked for respondents' comments on mitigation during construction or operation of the proposed Facility. There were 19 responses to this question, including two respondents who stated that they had no comments to make. The rest of the responses to this question have been grouped below in **Table 7**. Six respondents cited noise as a key concern in terms of mitigation and five respondents were concerned about mitigation measures being ineffective during construction of the Facility.

Table 7 Respondents' comments on the suggested mitigation of potential environmental, operational or visual impacts

Noise levels when piling for the proposal wharf.
The noise from piling is a major problem.
From my location it is likely to be noise and air pollution which will be the main issues, if there are any. These appear to have been thoroughly investigated, however.
From the get-go I have been concerned about noise and air quality.
It will not affect us personally. Disruption during construction will be only a temporary thing.
I am concerned about noise for residents across the river on and around Fishtoft Road.
I feel there should be more CO_2 collection and storage, even if the market is small.
Noise could be a problem.
What height are the cranes or other facilities that you intend to unload the vessels on the wharf?
Are you intending to help keep the navigation channel dredged if you are going to bring everything in by sea?
These aren't very clear. Too many quite potentially big issues are dismissed as 'negligible' or 'to be assessed'.
I would like to visit a similar plant (say Nottingham or 'other local') to see how such 'mitigation' has been carried out (or not).
How do you mitigate for loss of habitat by removing the habitat? I would like hedges planted between the site and neighbourhood during first winter of site occupation to act as a barrier ASAP.
As with the Boston Flood Defence Barrier, where mitigation of impacts during construction were put in place, once work began, they were found to be useless. For example, the noise ones failed, and it took the general public to actively complain to get new and more expensive measures put in place. I feel the same will happen with the construction of this Facility once work is underway.
Contractors and sub-contractors will not be bothered, after a few months of building, about complying with your mitigation measures.
Seems a shame to have to divert footpath away from the Haven and take it through middle of proposed Facility.
We do not see the diversion of the footpath as proposed as a major problem.
A certain amount of disruption and noise is to be expected with any new development.
I hope that living north-east of the plant will not place me in a noxious place.
I hope that living north-east of the plant will not reflect unfavourably on the price of my property.
I do not feel that the mitigation will work. For construction and operational phases it will be left to the public to complain, to get things changed.
Contractors will cut corners or try and get away with cheapest method first, with no regard to impact on residents.
Instead of just relying on computer models and projections we need to carry out detailed research on what is happening at and near other sites. If there really is nothing to be concerned about the research on the ground elsewhere will put peoples' minds at rest.

Need to look for any evidence [at other sites] of an increase in respiratory disease or the incidence of cancer.
The effects on crops growing in the fields needs to be taken into account.
Mitigation will not solve the problem as the proposed site is not the correct place to have a facility of this scale with 1,300,000 tonnes per annum of waste entering our town.
Your proposals seem fine on paper, but contractors will do things differently, for example why are other projects running years behind schedule?

8 Do you have any comments on the design of the proposed Facility?

This was an open text question giving respondents an opportunity to comment on the proposed design of the Facility. There were 19 responses to this question, including two which stated the respondent had no comments to make. A full breakdown of the responses is listed below in **Table 8**.

Table 8 Comments about the design of the proposed Facility

Transport Concerns. Look at the existing rail links to deliver construction materials.
Once the wharf has been built, deliver construction materials by sea or river.
No Saturday working, for existing Saturday/holiday traffic very busy as it is.
Dearth of existing parking facilities available. Will have to provide on-site facilities.
With the compartmentalisation of each piece of the process this appears to improve fire safety.
Ensuring sufficient space between the silos containing the RDF would be a prudent measure.
I do like the idea of the refuse coming by water.
The whole set up looks very efficient.
Not beautiful but necessary.
I'm left asking why the middle section of the land is not purchased by the site just to give a little bit more room. I'm sure there is a good reason for this.
Basically, it is just far too large a facility. It's just too much for the proposed site given Boston's problems at present with that side of town i.e. new estates, football ground, only access to other side of Boston from the south west.
It's obviously big, I hope 'state of the art' and 'best practice' has been used.
With sea level rise imminent it seems risky to build such an expensive facility on a flood plain and with only river wharf access. Can't the facility cope with 1 metre sea level rise - any more than Boston itself? I suggest this may happen within the 25-year lifespan. Therefore, it needs to be built high with this 'worst case' scenario in mind.
Where are the turbines and other plant being made? US or UK?
Having no technical or architectural knowledge, I have no idea if the Facility's design is fit for purpose or liable to fail in its lifetime span, causing an ecological disaster of national importance and shame.
I understand the footpath is diverted to the original line of Haven, so maintained signage to that effect, and a safe route through would be essential; because it is through an industrialized area lighting and CCTV should be considered.
It would be good to see a parking area for visitors' cars on or near the site, in order to make access to footpaths in this area easier.
Undesirability of storing baled waste in the open. This could result in smell and waste being distributed off-site as a result of attention from birds (gulls) and foxes.
Does seems very dangerous with regard to hot bales, and risk of explosions.
No consideration seems to have been given to how rats will be prevented from attacking rubbish containers along the wharf beside the river.
Concerns about flooding of the Facility given its location.
In the event of fire will fire appliances have to come from the other side of Boston or will the site have its own fire tenders as is the case at airports?
Can you guarantee that the facility is going to be safe in operation, both with regard to emissions and the various storage tanks?

Concerned about risks of explosion due to human negligence.
The pre-eminence of the Stump should be preserved. The shorter any chimney stack can be the better.

9 Is there anything you think we should consider in relation to the management of the construction period?

Nineteen respondents had comments on the management of the proposed Facility's construction period. Respondents' comments are listed below in **Error! Reference source not found.**.

Table 9 Respondents' suggestions of things to consider during the construction period

There are several properties very close on the other side of the river.
Carry work out in the daytime.
Would it be sensible to construct the dock area on site first and then bring in remaining construction materials by boat?
Please repair the roads you have used after finishing construction.
Local construction jobs?
It has been conducted well.
Don't start in the first place.
Keeping in with the near neighbours is vital.
Road traffic impact will be huge because our traffic flow is already very fragile around Boston A16 / A17 / J.A. way etc.
Noise, dust, heavy traffic to site. Even night-time access disturbs neighbourhood with lights, noise, etc.
Local primary school is a very near neighbour and diesel fumes are not good for kids.
Can heavy piledriving etc be done during school holidays?
I doubt compliance of mitigation measures after a few months' construction.
Have you ensured all building contracts issued, cover both the main contractor and all sub-contractors, state non-compliance of mitigation measures will be met with legal action and financial penalties?
Keep the public informed and provide a hot line number where we can contact you direct to air our grievances and bring about swift resolutions to problems as they occur.
Traffic, as far as A16.
Please use local firms and labour where possible.
Regular newsletters in some form should be produced both to allay the concerns of local residents and businesses and to involve the community at large.
Whether the actual contractors comply is another matter.
Who is going to pay for the damage to roads leading to the site?
During construction the people of Boston will expect and deserve to be protected from excessive noise, dust, smell and disturbance.
Keep down the traffic and dust.

10 Please use the space below to provide any additional comments about the Public Information Day(s) or the proposed Boston Alternative Energy Facility.

A final free text question allowed respondents to mention any other general comments about the Facility or Public Information Day events. The feedback can be categorised as positive, negative, and questions or suggestions. The positive responses can be seen in **Error! Reference source not found.**, the negative responses in
Table *11* and any questions or suggestions can be seen in **Table 12**.

Table 10 Positive feedback received

Theme	Count
Public Information Days helpful	3
Positive comment regarding the Facility	1
Facility positive for the local economy	1
Good to be part of renewable energy solution	1
Location is totally suitable	1
Good idea to stop a large quantity of landfill rubbish and provide energy	1

Table 11 Negative feedback received

Theme	Count
Concern that noxious fumes will be released into the area	2
Concern over lack of consultation with young people of Boston	2
Possible slurry from stored bales	1
Concern over waste travelling from other parts of the UK and associated carbon footprint of transporting the waste	1
Concerned about ships moored in the river and possible collisions between vessels	1
Concerned about damage to riverbanks causing flooding to surrounding area	1
Concern over vermin control	1
Possible contamination of the river estuary	1
Concern regarding de-commissioning of the site and ensuring it is left safe and non-toxic	1
Concern that the Facility will produce an increase in greenhouse gases rather than a decrease once operational	1
The Facility will undermine recycling and composting	1
There is surplus energy-from-waste capacity	1
Concern over advertisement of previous consultation phases and lack of response to feedback	1
Concern regarding noise	1
Concern regarding odour	1

Table 12 Questions or suggestions received

Theme	Count
What is the total employment capacity?	2
Seems to be an issue contacting the Facility via its Twitter page	2
Keep people informed of the progress of the Facility	1
How many apprenticeships or similar will be accepted by the Facility?	1
Where will workers be sourced from?	1
Are there any links to higher education in the area?	1
The Facility would be better placed in the now (almost redundant) Scunthorpe steel work plant	1
Use a local (20-mile radius) construction firm where possible	1
Create a local (10-mile radius) grant aid scheme with a wide charitable remit	1
What are the gains for Boston besides jobs?	1

11 Conclusion

Ninety-nine people attended the Phase Three Public Information Days. A total of 23 feedback forms from 22 respondents were received during the statutory consultation period. A large amount of constructive feedback and suggestions was gathered during Phase Three. Regard to relevant responses will be included as part of the Consultation Report and taken into account in the Environmental Impact Assessment as part of the DCO application.

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Phase Three Feedback Form

10. **Please use the space below to provide any additional comments about the Public Information Day(s) or the proposed Boston Alternative Energy Facility.**

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

☐ Please tick here if you would like us to contact you to answer a question and if you are happy for us to store your details for this purpose.

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

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

Name

Address

Email

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

Postcode

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

www.bostonaef.co.uk

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

Phone: 0800 0014 050

Or mail using our freepost address:

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

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

The data you provide here is being collected and securely stored by Athene Communications on behalf of Alternative Use Boston Projects Ltd. For further information relating to how Alternative Use Boston Projects Ltd will use your data and your rights in this respect, please refer to the privacy statement on the website at **hesps://www.bostonaef.co.uk/privacy-statement/** and on display at each Public Information Day. This describes how Alternative Use Boston Projects Ltd collects, stores and uses information that identifies individuals in connection with its business activities. If you do not have internet access or would like to see a hard copy of our privacy statement please ask one of our representatives.

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Boston Alternative Energy Facility

Phase Three Public Information Day Feedback Form

Alternative Use Boston Projects Ltd is progressing plans to construct Boston Alternative Energy Facility, a state-of-the-art power generation plant which will use refuse derived fuel to generate renewable energy.

We are currently undertaking Phase Three consultation for the 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 seeking consent for the construction and operation of the Facility.

Phase Three consultation ends at midnight on **Tuesday 6th August 2019** and it is important that all feedback forms and comments are received before the closing date.

1. **In what capacity are you providing comments on the proposed Facility?** (please tick one)
   - ☐ Local resident
   - ☐ A community or residents' group
   - ☐ Parish council representative
   - ☐ Local councillor
   - ☐ Other (please provide details)

2. **Which Public Information Day(s) did you attend?**
   - ☐ Fishtoft Pavilion, 27 June 2019
   - ☐ Frampton Church House Village Hall, 28 June 2019
   - ☐ St Thomas' Church, 29 June 2019
   - ☐ Ridlington Centre, 4 July 2019
   - ☐ Wyberton Parish Hall, 5 July 2019
   - ☐ St Nicholas Community Centre, 6 July 2019

3. **How did you hear about the Public Information Days?**
   - ☐ Newsletter through the door
   - ☐ Advert in local newspaper
   - ☐ Article in local newspaper
   - ☐ Council or Parish Council
   - ☐ Project website
   - ☐ Social media
   - ☐ Poster
   - ☐ Word of mouth
   - ☐ Other (please state)

4. **Did you find the information presented today useful?**

☐ Yes

If yes, what did you find particularly helpful?

☐ No

If no, why?

5. **Please tell us your views on the proposed Facility.**

6. **Do you have any comments on the information provided in the Preliminary Environmental Information Report and/or the Non-technical Summary?**

7. **Do you have any comments on the suggested mitigation of potential environmental, operational or visual impacts during construction or operation of the proposed Facility?**

8. **Do you have any comments on the design of the proposed Facility?**

9. **Is there anything you think we should consider in relation to the management of the construction period?**

REPORT

Boston Alternative Energy Facility - Appendix 5.25

Appendix 5.25 Phase Three 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-3005.25
Status:	Final/0.0
Date:	23 March 2021

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Boston Alternative Energy Facility

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Enhancing Society Together

Appendix 5.25 Phase Three consultation responses and the Applicant's response

This appendix contains a copy of community consultation feedback along with the Applicant's response.

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Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
Project Need	**Need for Energy from Waste (EfW)** • There will soon be an over capacity of this type of Facility being built globally, as well as in the UK. • Proposal should be denied because of surplus EfW capacity.	Local community members.	2	Chapter 2 Project Need of the ES (document reference 6.2.4) describes the 'need' that exists for new power generating infrastructure. National Policy Statements (NSP) EN-1 and EN3 establish an urgent and substantial need for new energy generation infrastructure (and EN-3 specifically included EfW), 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. The Environmental Services Association (ESA) is the trade association representing the UK's resource and waste management industry, which is leading the transformation of how the UK's waste is managed. The ESA Report 'UK Residual Waste: 2030 Market Review' warns of a six million tonne per annum gap for waste infrastructure in the UK by 2030. 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. Approximately 2.9 million tonnes of waste derived fuel are 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.

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
Site Selection and Assessment of Alternatives	**Site location** • Location is totally suitable. • Too much for the proposed site given Boston's problems at present with that side of town i.e. new estates, football ground, only access to other side of Boston from the south west. • It is proposed to be built close to habitation in a town in the centre of one of the largest vegetable producing areas of the country. • The proposed site is not the correct place to have a Facility of this scale. • Would be better placed in the Scunthorpe steel work plant. • We already have a biomass plant on Haven Bank to deal with Boston's non-recyclable waste.	Local community members.	8	Chapter 4 Site Selection and Alternatives of the Environmental Statement (ES) (document reference 6.2.4) details the rationale behind the selection of the site for the Facility. Key reasons for the selection of the site location include: • 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 EfW. • 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. • It is considered technically feasible to connect to the electricity distribution network on site rather than create a cable route to an alternative location. • The site is located within an existing urban/industrialised environment, with an adjacent gasification plant, Boston Biomass UK No. 3 Ltd. 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). However, this facility does not deal with

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
				Boston's non-recyclable waste. That is sent for energy recovery at the North Hykeham incinerator near Lincoln.
	Size of the Facility • I don't think the majority of Boston understand just how big this Facility will be. • Far too large a Facility.	Local community members.	4	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. 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. An Outline Landscape and Ecological Management Strategy (document reference 7.4) is provided within this application in order to provide long term benefits to both visual amenity and ecological receptors.
Project Description	**Construction hours** • Carry out work in daytime.	Local community member.	1	Construction activities would take place six days a week (Monday to Saturday) between 8am and 8pm (with an option of 7am to 7pm), with no bank holiday or public holiday working. There may be short periods of 24-hour working where concrete is being poured.
	Construction materials supply • Would it be sensible to construct the dock area on site first and bring in remaining construction materials by boat? • Once the wharf has been built, deliver construction materials by sea or river.	Local community members.	2	As described in Chapter 5 Project Description of the ES (document reference 6.2.5), the first phase of wharf construction at the Facility will be undertaken early on in the construction timetable to allow a proportion of the raw materials to be delivered by ship instead of road.

Phase Three Consultation				
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	Length of construction • Disruption during construction will only be a temporary thing. • I don't consider four years of construction temporary in terms of impact.	Local community members.	2	There will be mitigation measures in place to reduce construction phase impacts as discussed in the technical chapters of the ES (document reference 6.2). The contractor must also comply with the Code of Construction Practice (CoCP), an outline of which is submitted with the DCO application (document reference 7.1) and a final CoCP is secured under a Requirement of the Development Consent Order (DCO).
	Construction mitigation • Mitigation of impacts during construction will be found useless once put in place, as with Boston Barrier. • Contractors and sub-contractors will not be bothered, after a few months of building, about complying with your mitigation measures. • Have you ensured all building contracts state non-compliance of mitigation measures will be met with legal action and financial penalties?	Local community members.	3	Mitigation measaures outlined within the ES and documents such as the CoCP must be complied with as Requirements of the DCO (the draft DCO is provided at document reference 2.1 of this application). These conditions must be imposed on consent of the Facility. The contractor will be required by law to adhere to the Requirements of the DCO. There will be other provisions put in place to ensure that if contractors do not comply, they can be removed from the project. No contracts have been awarded at this stage of the project. These will follow post-consent.
	RDF supply/ source • Seems risky to have only river access for waste. • Like the idea of refuse coming by water. • Reduces traffic impact. • How can Facility be eco-friendly if waste is coming from as far away as Scotland by whatever transport means?	Local community members.	8	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. The potential acceptance of local waste has been discussed with the relevant local authorities. There is a

Phase Three Consultation				
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	• Use waste generated locally. • Incorporate local waste facility into the project i.e. transport waste between sites without using local roads. • Why should we have other people's rubbish recycled here? • I object to the Facility because it needs so much waste it will take waste from the whole UK east coast and possibly other countries to keep it running and make it profitable.			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 DCO application). 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. Approximately 2.9 million tonnes of waste derived fuel are 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. The Facility will only accept waste from UK sources.
	Success of technology • Why do you consider the proposed plant will be any more successful than the various plants which have been shut down since opening, and those that have been delayed by years through technical issues?	Local community member.	1	Since Phase Three consultation 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, that have been successful. This is detailed on their website: https://www.standardkessel-

Phase Three Consultation				
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				baumgarte.com/en/downloads.html?cats=2 (see the link of "Residues Boiler Plants Solid Fuels").
	Positive comments on the Facility • All areas need to have similar plants to prevent continually burying landfill waste. • Fantastic way forward to dealing with our household waste. • Good to have a way to reuse materials. • Burn rubbish instead of using landfill, produce energy and have a useful by-product.	Local community members.	5	The Applicant has noted these responses.
	Decommissioning • Concerned about decommissioning of the site. Should be enforcable laws with huge penalties to leave the area safe, non-toxic and back to how it is now.	Local community member.	1	At the end of its working life, the Facility would be decommissioned and removed and the site reinstated to an agreed condition. The Environmental Permit that will be required to operate the site will use the current state of the site as the baseline to which it must be returned once that permit is surrendered. The Environment Agency has enforcement powers in the event that conditions of the Environmental Permit are not complied with.
Consultation	**Request for information** • Why is the middle section of the land not purchased by the site to give a little bit more room? • I would like to know what size of vessels will be docking at the wharf?	Local community members.	22	Individual responses were drafted to these specific questions and sent to each consultee who made the query in compliance with General Data Protection Regulation (GDPR). Questions were also added to the FAQs of the website, where appropriate.

Phase Three Consultation				
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	• How many vessels are docking at the wharf per day and how will you turn them around so as to leave the river for the sea. • Will any of this rubbish be coming from abroad? • How many lorries will be using the Facility? • How many jobs will be taken by dock people? • What height are the cranes or other facilities that you intend to use to unload the vessels on the wharf? • Are you intending to help keep the navigation channel dredged if you are going to bring everything in by sea? • What does ‘embedded mitigation‘ mean concerning the high visual impact of the plant? • Would like to visit a similar plant (say Nottingham or 'other local') to see how 'mitigation' has been carried out (or not). • Where are the turbines and other plant materials being made? US or UK? • How many apprenticeships (or similar) will be accepted by the organisation? • What is total staff employment capacity and where will these people be sourced from? • Are there any links to higher education in the area? • How do I register to become an interested party with the Planning Inspectorate? • More information about effects at similar sites – have there been complaints about odour, dust, noise and health concerns? What surveys and tests have been undertaken at such sites?			

Phase Three Consultation				
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	• In the event of fire will fire appliances have to come from the other side of Boston or will the site have its own fire tenders as is the case at airports? • Who is going to pay for the damage to roads leading to the site? • Is the Facility exempt from business rates? • Please supply data on traffic during construction or operation of Facility. • Is the river docking facility the old refuse disposal site? • Would stopping the transport of waste between Boston and Lincoln contribute to cutting out national carbon emissions?			
	Concern over lack of communication • Project Twitter page did not have a reply button on the feed, so young people would not be able to voice their opinions. • Did not receive a reply to Phase Two feedback. • We did not get a newsletter about Phase One, we did not find out about it until we received the Phase Two newsletter. • I feel you have failed to engage with younger people. • Concern how few people know about the proposed Facility, despite claims of local residents being informed and leafleted. • Only a few homes in the affected area were given notice of the meetings – most of our neighbours were unaware.	Local community members.	7	Communication on the Phase Three consultation Public Information Day (PID) events was undertaken in line with the Statement of Community Consultation (SoCC), which is included as an appendix to the Consultation Report (document reference 5.1). The SoCC was updated during consultation to be more inclusive for younger people and to widen the maildrop distribution area to the whole of Boston Borough. The local community were informed of the events through: • Media release; • Media coverage; • Direct mail to 32,344 residential and business addresses including a newsletter within a branded envelope; • Posters at accessible locations around the Boston Borough Council area; • Newspaper notices; and

Phase Three Consultation				
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				• Details shared on the project Twitter feed. Following the comment received about the Twitter page's direct messages not being available, it was found that this had happened in error and was changed immediately. Boston College have been consulted during the phases of consultation and remain keen to be kept informed and engaged with the project. Following issues that were brought to the attention of the Facility's project team about missing maildrops, the team introduced a Mail Monitor with Royal Mail to track any future missing mail issues.
	Concern over accessibility of materials for elderly and disabled • Concerned with lack of hospitality offered to the elderly/disabled at St Thomas Church Hall event.	Local community member.	1	The consultation materials were translated into braille for the specific individuals concerned. The Applicant team also visited these specific residents to ensure all questions were answered where possible.
	Concern over lack of staff at Public Information Days • Wanted to know information on size and turning procedures for vessels that are going to use the waste but only one man could possibly answer that and he was tied up.	Local community member.	1	Feedback forms were available with space for questions to be asked and replies were emailed in response. All information was also made available on the project website during and following the PIDs. Information on turning vessels is provided in Chapter 18 Navigational Issues of the ES (document reference 6.2.18). Following feedback after the Phase One consultation, the number of staff at PIDs was increased, and further increased following the Phase Two consultation.

Phase Three Consultation				
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	Helpful visualisations/ media • Scale and visual impact of the site. • Layout and location mapping. • 'Next steps' exhibition board.	Local community members.	7	The Applicant has noted these responses.
	Concern over not taking into account comments or views • This is just a PR stunt.	Local community member.	1	As part of the application process, consultation with the local community has been undertaken in line with the SoCC (and the updated version). The aim of the SoCC was to develop a strategy to communicate and engage with the local community. Consultation was undertaken with the objective to consult widely, honestly and comprehensively and to allow representations to be incorporated into the project and influence it where practical and appropriate (Consultation Report document reference 5.1).
	Comments on quality of information • This is the preliminary environmental statement; seems a lot of environmental reporting (i.e. full ES) hasn't been done yet so there's going to be a delay in getting full picture. • Suggested mitigation of impacts not very clear. Too many potentially big issues are dismissed as 'negligible' or 'to be assessed'. • Information was based on best guesses, projections and estimates only. • Worrying lack of information about the effects on the health and wellbeing of those living near similar (if not the same) sites elsewhere e.g. Birmingham.	Local community members.	13	The purpose of the Preliminary Environmental Information Report (PEIR) was to provide the preliminary environmental information which has been gathered to carry out an assessment of the key likely significant effects of the project, from construction through to decommissioning. Each chapter of the PEIR described the assessment methodology undertaken, which varied depending on the requirements of the chapter. All assessments were based on a review of available and sufficient data to make Environmental Impact Assessment (EIA) judgements and this is typical of the evolution of the EIA through the pre-application stage of the DCO. The PEIR was updated following the Phase Three consultation and all complete assessments are reported in the

Phase Three Consultation				
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				Environmental Statement which accompanies the DCO application. Impacts on health were considered in several ES chapters (document reference 6.2) including: Chapter 14 Air Quality, Chapter 11 Contaminated Land, Land Use and Hydrogeology, and Chapter 10 Noise and Vibration. These impacts were also covered in Chapter 22 Human Health (document reference 6.2.22), which did not find any significant adverse effects..
	Not simple enough information • PEIR and Non-technical Summary not user friendly to the layperson.	Local community members.	2	The PEIR was aimed at a variety of stakeholders and was required to provide technically accurate information, and therefore, language. The Non-Technical Summary aimed to cover all necessary key information in a simplified format, this included a summary table of the name of the potential impact, the significance level, proposed mitigation and residual impact. The PID exhibition boards, which were made available on the website, included a breakdown of the key topics assessed in the PEIR including noise, air quality, traffic and transport and public rights of way. The Non Technical Summary was updated for the final Environmental Statement and this takes into account comments regarding readability and ease of understanding (document reference 6.1).
	Useful and informative Public Information Days • Discussion about fire safety and noise pollution. • Very helpful.	Local community members.	5	The Applicant has noted these responses. Results from the complete assessments on noise, CO_2 and the use of materials are presented in the relevant technical chapters in the ES (document reference 6.2).

Phase Three Consultation				
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	• Results from preliminary survey on noise and CO_2 and use of material unsuitable for gasification.			
	Helpful staff at events • People there to answer questions. • Questions answered by staff.	Local community members.	5	The Applicant has noted these responses.
	Positive comments about the Facility • Good idea. • There are no negatives. • Wish it was operating now. • Great idea if it stops a large quantity of landfill rubbish and provides energy. • Agree with proposed generation of energy from waste and the use of the residue. • A brilliant idea and something which is needed.	Local community members.	12	The Applicant has noted these responses.
Landscape and Visual Impact	**Visual impact** • Not beautiful but necessary. • The pre-eminence of the Stump should be preserved. The shorter the chimney stack the better.	Local community members.	2	The stacks have been provisionally determined to be 80 m; this is lower than the height of the Stump. Chapter 9 of the ES (document reference 6.2.9) concluded there are no significant effects on landscape and visual impact. This height is necessary to ensure effective dispersion of the exhaust gases. The Design and Access Statement (DAS) (document reference 5.3) describes how the design of the Facility has evolved to respond to its surroundings and how

Phase Three Consultation				
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				detailed design will follow the design principles set out in the DAS. This is also a Requirement under the DCO. The Facility lies within the existing Riverside Industrial Estate, on land designated under local plans as a Proposed / Existing Employment Area and an Allocated Waste Area. As such the site, surrounding landscape and associated views are strongly influenced by existing large industrial buildings, busy roads, commercial vessels using The Haven and other features, including very tall electricity pylons that often dominate local views.
	Light pollution • Can't see in PEIR any assurance that light pollution will be avoided and all lighting will be properly managed, only illuminated when required. • Concern about lights during construction. • Night time disturbance to neighourhood with lights.	Local community members.	3	An Outline Lighting Strategy (document reference 5.15) for operation of the Facility 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, in accordance with DCO requirement 15 (document reference 15). Construction phase lighting shall be designed, installed and controlled to limit any potential impact upon the surrounding area by minimising sky glow, glare and light spillage in accordance with British Standards. Lighting would be installed to comply with the relevant regulations, standards and guidance documents (as descibed in Chapter 5 Project Description of the ES (document reference 6.2.5)).
Noise and Vibration	**Noise Impacts** • Noise levels when piling for the proposed wharf.	Local community members.	15	Chapter 10 Noise and Vibration of the ES (document reference 6.2.10) assesses potential noise and vibration impacts associated with the Facility and describes

Phase Three Consultation				
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	• Noise pollution seems to have been thoroughly investigated. • Concerned about noise during operation. • Concerned about noise for residents across the river on and around Fishtoft Road. • Concern about noise from piling. • Concerned about noise impact during construction. • Can heavy piledriving etc. be done during school holidays? • Night time disturbance to neighourhood with noise.			mitigation that will be implemented where appropriate to minimise impacts. Construction noise will be minimised by implementation of a CoCP (an Outline CoCP is provided within this application see document reference 7.1) in line with the requirements detailed in BS 5228:2009+A1:2014. Construction activities would take place six days a week (Monday to Saturday between 8am to 8pm (with an option for 7-7pm)), with no bank holiday or public holiday working. There may be short periods of 24-hour working where concrete is being poured. 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, may also be incorporated where relevant, as outlined in Chapter 10 of the ES (document reference 6.2.10). The DAS (document reference 5.3) describes how the impact of noise has been minimised through embedded design.

Phase Three Consultation				
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	Vibration Impacts • Concerned about vibration impact during construction. • Concerned about vibration impact during operation.	Local community members.	2	Chapter 10 Noise and Vibration of the ES (document reference 6.2.10) assesses potential noise and vibration impacts associated with the Facility. Construction vibration has been considered and has beed identified 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 (an Outline CoCP has been submitted with the application, document reference 7.1). 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 concrete slab for mounting of plant in the Turbine Hall to provide sufficient isolation.
Terrestrial Ecology	**Terrestrial ecology impacts** • Concerned about the knock-on environmental impact on wildlife.	Local community member.	1	Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) assessed the impacts of the Facility on habitats and protected species and includes relevant mitigation measures to reduce impacts.
	Terrestrial ecology impacts mitigation suggestions • Would like hedges planted between the site and neighbourhood during first winter of site occupation to act as a barrier ASAP.	Local community member.	1	An Outline Landscape and Ecological Management Strategy (document reference 7.4) is provided within this application setting out how planting will be used in order to provide long term benefits to both visual amenity and ecological receptors.

Phase Three Consultation				
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				This strategy includes replacement planting and new planting for visual screening as part of the landscape mitigation planting strategy.
Surface Water, Flood Risk and Drainage Strategy	**Flooding** • Construct a wharf that will not make the sea walls unsafe either side of it and then all the infrastructure that goes with the Facility. • Concerned about damage to the river banks causing major floods to the surrounding land. • Can the Facility cope with 1m sea level rise? This may happen within the 25-year lifespan. Needs to be built high with worst case scenario in mind. • Concerns about flooding given the location. • Seems risky to build on a flood plain.	Local community members.	5	Chapter 13 Surface Water, Flood Risk and Drainage Strategy 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. 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. 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). A Flood Risk Emergency Plan (FREP) for the application site will be produced prior to operation of the Facility and is secured by requirement 13 of the DCO (document reference 2.1). 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

Phase Three Consultation				
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				modelled breach flood depths. These aspects are likely to require further consultation with the Environment Agency.
	Water quality • Possible contamination of the river estuary? Slurry from stored bales?	Local community member.	1	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 describes mitigation measures that will be implemented where appropriate in order to minimise any impacts. During operation, a sealed surface water drainage system will be built behind the primary flood defence to manage any increase in surface water runoff. This will only provide drainage to elements of the project, including the contingency bale storage area, that lies between the primary and secondary flood defences. The water collected will predominantly be used to supply the lightweight aggregates facility which has a significant water demand, with only a minimal amount being discharged under an Environmental Permit. These measures will help to control the release of surface waters from the permanent development and prevent changes to surface runoff and flood risk; and also prevent the discharge of leachate from bales into the river.
Air Quality	**Air Pollution** • You need to get air pollution right. • Seems to have been thoroughly investigated.	Local community members.	15	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 describes mitigation measures that will be implemented where

Phase Three Consultation				
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	• Concerned it will become another Derby Sinfin-type disaster regarding pollution. • Pollution facts not covered by the PEIR. • Concerns about pollution from near neighbour. • The effects on crops slowing in the fields needs to be taken into account. • The flume 'scrubbers' will still let noxious fumes into the area. We have east winds. • I hope that living northeast of the plant will not place me in a noxious place. • Measuring of particulate matter continuously seems to be a contentious issue. • It is admitted that some pollutants will be emitted from the three stacks. Although these are to be monitored to 'not exceed' environmental levels, the fact remains that every hour of every day, for at least 25 years, pollutants including Benzo (A) Pyrene (BAP), alleged to be a cancer causing agent, will be damaging our environment. • Local primary school nearby and diesel fumes from construction not good for kids.			appropriate in order to minimise impacts. The assessment presented in the ES builds upon the information contained in the PEIR. An Air Quality and Dust Management Plan will form part of the CoCP (document reference 7.1) (secured under a requirement in the DCO) which will describe control measures to manage dust and emissions during construction works. 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). 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. Chapter 22 Health of the ES (document reference 6.2.22) assesses the impacts on health during the construction and operation of the Facility. Mitigation measures are described in the relevant technical chapters in the ES which will be implemented where

Phase Three Consultation				
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				appropriate to reduce any impacts. The assessment concluded that there were no significant effects on health as a result of the Facility.
	Odour • Decomposition, maggots and flies will cause the waste to smell, especially if bales are ruptured, and when the bales are cut open in the Facility. Can you guarantee we are not to be inundated with flies as has occurred at the Derby Facility? • Although damaged bales will not be unloaded from the ship's hold, can you guarantee these ships will not become a stinking, polluting mess at the quayside? • Concern about smells from near neighbour. • Would like assurances that during operation any odours will be well-managed.	Local community members.	7	Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses the impacts of odour during the construction and operation of the Facility and describes mitigation measures that will be implemented to reduce impacts of odour. 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. 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 and odour. Furthermore, the Environmental Permit which will be required to operate the Facility requires an Environmental Management System, which will require procedures for managing vermin and fly infestation. The latter is best controlled by ensuring a short timespan between baling of the RDF and receipt at site. There will be operational controls in place to manage this.

Phase Three Consultation				
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	Construction dust • Concerned about dust during construction.	Local community members.	2	Chapter 14 Air Quality of the ES (document reference 6.2.14) assesses the 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 (an outline CoCP has been submitted with this application, document reference 7.1) which will describe control measures to manage dust and emissions during construction works.
Marine and Coastal Ecology	**Impacts on marine ecology** • Concerned about the knock-on environmental impact on wildlife. • Eastern IFCA (Inshore Fisheries and Conservation Authority) welcome the detailed consideration given to potential impacts from the project on fish populations in The Haven. We urge that best practice is followed to minimise impacts from underwater noise through appropriate timing of construction works. We also query whether noise reduction measures, such as the use of bubble curtains, could be beneficial to further reduce impacts. • The Wash supports shellfish production areas and has been highlighted in the East Marine Plan as an optimum potential aquaculture area. Eastern IFCA seeks assurance that these shellfish production areas (as well as the naturally-occurring cockle and mussel beds in The Wash) will not be adversely affected by the "potential impacts from increased emissions to	Local community members; Eastern Inshore Fisheries and Conservation Authority.	4	A full assessment of underwater noise impacts to fish species has been undertaken in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17), including proposed mitigation measures which will be implemented where appropriate to reduce effects. Impacts of aerial deposition on marine and coastal habitats have been assessed within the ES Chapter referenced above for the construction and operation phases. Regarding anchoring, anchoring would only be within existing anchoring zones and accordingly would not give rise to any additional environmental effects. The Applicant has and will continue to engage with Natural England throughout the DCO process.

Phase Three Consultation				
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	air and deposits on marine and estuarine habitats" noted in the Non-Technical Summary. • Eastern IFCA highlighted in previous engagement (May 2019) the potential for subtidal habitats of The Wash & North Norfolk Coast Special Area of Conservation [SAC] to be impacted by the increased level of anchoring associated with the Project. This has not been reflected in the Non-Technical Summary document. Eastern IFCA is currently expanding the extent of areas it has closed to towed demersal fishing in this SAC in order to protect habitats that are sensitive to abrasion and penetration. We suggest that this consideration needs to be raised with Natural England, the statutory conservation advisor.			
Navigational Issues	**Navigational Issues** • Very concerned over river problems with ships moored in the river and possible collisions between vessels. • The increase in vessel activity in The Haven could impact on navigation of fishing vessels between The Wash (fishing grounds) and the London Road quay (fishing vessel moorings).	Local community member; Eastern Inshore Fisheries and Conservation Authority.	2	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. 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. In order to manage the potential impacts which could arise from the construction and operation of the Facility, a Navigation Management Plan (NMP) will be produced in conjunction with the Port of Boston to manage navigational safety. The NMP is secured under a

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
				Requirement in the DCO. 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. Consultation has been ongoing with the fishermen throughout the pre-application DCO process; this is detailed in Chapter 18 (document reference 6.2.18) with their specific concerns addressed.
Transport	**Traffic Impacts** • Dearth of existing parking facilities available – will have to provide onsite parking. • Devastating impact on the town because of even more traffic trying to use Boston both in construction and beyond. • Difficult to believe vehicle movement, even though reduced from original plan, will have 'negligible adverse' effect. • Concern about traffic movements – whether workers are coming in on a minibus or will drive to a Facility car park?	Local community members.	11	Integrated into the design of the Facility 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). During construction, the first phase of wharf construction at the Facility will be undertaken at an early stage of the construction programme 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.

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
	• Concern over extra traffic movements if the Facility takes waste from the Boston waste transfer station. • Concern over traffic in narrow Marsh Lane and other roads in Lincolnshire. There will be times of day when heavy vehicles will have to stay away from Marsh Lane. Where on earth will they wait? We can't believe that an en-route vehicle which is delayed due to traffic hold-ups will park up for any length of time. • No Saturday working as already busy traffic on Saturday/holidays. • Road traffic impact will be huge because our traffic flow is already very fragile around Boston A16/A17 /J.A way. • Heavy traffic to site during construction. • Consider traffic as far as A16. • Keep down the traffic.			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. 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 describes mitigation measures that will be implemented where appropriate to reduce effects on the local and regional road network. Commitments are contained within an Outline Construction Traffic Management Plan (OCTMP) (document reference 7.2) to reduce the impacts on driver delay associated with single occupancy vehicle travel with measures designed to increase more sustainable forms of travel. Two car parks will be provided at the Facility during construction. The northern car park will be the main construction car park, accessed / egressed from Nursery Road. The southern car park will be the over-spill car park accessed via an 'entry only' access off Marsh Lane and exit provided on Nursery Road. The operational access strategy consists of two accesses. A main site access on Nursery Road for employees and heavy goods vehicles (HGVs) and an 'Exit Only' access is provided on Bittern Way leading to

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
				Marsh Lane for HGVs. This strategy reduces HGV conflicts at the main site entrance and along Nursery Road, increasing site safety and reducing traffic delay. An operational car park will be provided off Nursery Road just north of the junction with Callen Road. Construction activities would take place six days a week (Monday to Saturday) between 8am to 8pm (with an option for 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. This is needed in order to keep to the construction programme.
	Traffic and transport – mitigation suggestions • Repair roads after construction is finished. • Look at existing rail links to deliver construction materials.	Local community members.	2	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 describes mitigation measures that will be implemented where appropriate to reduce impacts. It is not envisaged the road network will be in need of repair following construction. As the Facility is adjacent to The Haven, 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.

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
Socio-Economics	**Socio-economic impacts** • Positive for the local economy. • Local construction jobs? • Local jobs in running Facility. • Should be more CO_2 collection and storage, even if the market is small. • It's all well and good saying that 300 jobs will be created as long as or providing they are taken by local people. • Use local firms and labour where possible. • I hope living northeast of the plant will not reflect unfavourably on the price of my property. • What does Boston gain other than short term construction jobs and 80 when the site is operational? • No mention of how many jobs will be provided at the plant after construction. • There are several properties very close on the other side of the river. • Use local firms for construction work wherever possible.	Local community members.	12	Chapter 20 Socio-Economics of the ES (document reference 6.2.20) assesses the potential employment levels from the Facility during construction and operation. The Facility is expected to support, at its peak, approximately 250-300 direct construction jobs. It is expected that a large number of construction workers will be sourced from within the local area and links to Boston College will be made to create apprenticeship schemes. The Facility is expected to support an estimated 108 gross direct full-time employment (FTE) jobs during operation. The aim will be to increase the proportion of workers sourced from the local area over time once the necessary training capability has been embedded within the site's workforce and operating model. Impacts on house prices were not included in the socio-economic assessment because there are many separate factors which can influence house prices making it unfeasible to model any potential differences that are solely linked to the Facility. Regarding CO_2 collection, since Phase Three consultation the Facility has increased the number of CO_2 recovery plants, from one to two.

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
				The Facility would have a number of very clear benefits summarised at Section 7 of the Planning Statement (document reference 5.2).
	Public Right of Way • Seems a shame to divert the footpath away from the Haven and take it through the middle of the proposed Facility. • Do not see diversion of footpath as proposed as a major problem.	Local community members.	2	Regarding access to the riverbank, footpaths BOST14/4 and BOST14/5 are existing footpaths that follow the crest of the primary flood bank that routes in parallel to The Haven. These routes will close because there will be an operational wharf replacing the existing flood back, which the footpath follows. 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 and not through the Industrial Estate. A fenced public footbridge will be provided across the existing gap in the Roman Bank which will allow for increased pedestrian safety.
	Local community – mitigation suggestions • Would be good to see a parking area for visitors on or near the site, to make access to the footpath easier. • A safe route through the new footpath would be essential, with signage, lighting and CCTV. • Would like to see a local (10-mile radius grant aid scheme created with a wide charitable remit (art, sport, heritage). • Keep near neighbours informed. • Set up hotline number for local residents to contact you directly.	Local community members.	5	The Applicant has noted these responses. The Site will include a visitor centre with associated parking. The footpath diversion will follow the route of an existing footpath which follows the route of Roman Bank (also known as 'Sea Bank') along footpath sections BOST/14/11 and BOST/14/9. A fenced public footbridge will be provided across the existing gap in the Roman Bank which will allow for increased pedestrian safety. The Applicant intends to keep local community stakeholders updates throughout the construction of the

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
				Facility as detailed in the CoCP secured by the requirements and conditions set out within the DCO (an outline CoCP has been submitted with this application, document reference 7.1). This will include a contact number for local residents to use to report any concerns or problems. It is anticipated that local community funding will be provided. This will be confirmed at a later stage in the DCO process following further engagement with relevant stakeholders.
	Local energy supply • Electricity in the National Grid.	Local community member.	1	The Applicant has noted this response.
Climate Change	**Climate change** • If the information given is correct then it can only be a good idea for the environment. • Great we can be a part of renewable energy for the future. • As our climate is being affected by our impact on the environment, gasification renewal energy seems an appropriate way forward. • The Facility seems to produce an increase in greenhouse gases, not a decrease once operational. • We cannot continue producing electricity through fossil fuels.	Local community members.	5	The Applicant has noted these responses. Chapter 21 Climate Change of the ES (document reference 6.2.21) assesses the impact of greenhouse gas emissions from the Facility. The assessment concludes that the operation of the Facility is not considered to be a significant increase in terms of national emissions.

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
Health Impacts	**Impact on human health** • Concerned about the knock-on environmental impact on humans. • Claims of less toxins are irrelevant. It's what is emitted that matters. • Need to look for any evidence of an increase in respiratory disease or the incidents of cancer. • Concerns regarding human health of Boston population. • Concern about wellbeing of Boston residents.	Local community members.	7	Chapter 22 Health of the ES (document reference 6.2.22) includes conclusions of the assessments of including of noise and vibration; contaminated land, land use and hydrogeology; surface water, flood risk and drainage; air quality; traffic and transport; and socio-economics. The assessment concluded that there will be no significant effects on health as a result of the Facility. 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 describes mitigation measures that will be implemented where appropriate to reduce impacts. 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. During operation, emissions from the Facility will be at the relevant 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). An on-line CEMS (one per line) would provide continual monitoring of the exhaust gases to ensure the overall system is running within the IED emission limits. The

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
				height of the three stacks has been provisionally determined to be 80 m to ensure effective dispersion.
Waste	**Discouragement of recycling** • It will undermine recycling and composting.	Local community member.	1	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 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.
	Management of waste when operational • Concerned about vermin control. • Storing baled waste in the open undesirable – could result in smell and waste distributed off site by attracting gulls and foxes.	Local community members.	4	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 and odour. Furthermore, the Environmental Permit which will be required to operate the Facility requires an Environmental Management System, which will require procedures for managing vermin. At Phase Three 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.

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
Accidents and Risk Management	**Health and Safety** • The compartmentalism of each piece of the process appears to improve fire safety. • Ensuring sufficient space between the silos containing the RDF would be a prudent measure. • Concern about RDF storage fire risk. • Seems very dangerous with regard to hot bales and risk of explosions. • The origin of the waste, the waste contractors and the methodology for ensuring hazardous waste is excluded from the bales are all currently unknown. How can you guarantee the well-being and safety of the residents of Boston in these circumstances? • Can you guarantee that the Facility is going to be safe in operation, both with regard to emissions and the various storage tanks? • Concern about risks of explosion due to human negligence.	Local community members.	7	An assessment of major accidents and risks is provided in Chapter 24 Accidents and Risk Management of the ES (document reference 6.2.24). Mitigation measures, including embedded design have been incorporated into the design of the Facility to ensure it will operate safely, following best practice (see also the DAS, document reference 5.3). 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 include the requirement for pre-acceptance checks with the suppliers of the RDF to ensure material of the right specification is being provided and that no unauthorised waste (for example hazardous waste) will be sent. 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.
Cumulative impacts	**Cumulative Impacts with other schemes** • The potential for cumulative impacts from the Project and nearby industrial sources should be	Eastern Inshore Fisheries and Conservation Authority.	3	Airborne emissions have been assessed within Chapter 14 Air Quality of the ES (document reference 6.2.14) and potential impacts of these on marine and coastal ecology is covered in Chapter 17 Marine and Coastal

Phase Three Consultation				
Topic	**Feedback**	**Stakeholders**	**Number of times feedback received**	**Regard had to Response (Section 49)**
	fully considered. The combined effects of airbourne emissions from different sources and discharges (e.g. washing out of clay delivery vessels, release of sodium hydroxide-dosed water) into the river (The Haven) and into The Wash should be set out for consideration. • The combined effect of restrictions to navigation from the Boston Barrier (when operating) and the Project requires consideration in the navigation risk assessment. • Impacts on seabed habitats from the Project's increased shipping through The Wash and North Norfolk Coast SAC should be considered alongside existing activities that could impact the same habitats.			Ecology of the ES (document reference 6.2.17). Mitigation measures are described in these chapters and will be implemented where appropriate in order to reduce impacts. Navigation impacts have been addressed in Chapter 18 Navigational Issues of the ES (document reference 6.2.18). This includes cumulative impacts with the Boston Barrier. A Navigation Management Plan will be submitted to detail navigational safety and is secured under a requirement in the DCO. Consideration of impacts on marine and coastal ecological receptors from shipping levels is included within Marine and Coastal Ecology of the ES (document reference 6.2.17). This is compared against existing shipping levels. Water quality issues are addressed in Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15). There is no anticipated sodium hydroxide-dosed water anticipated to be released. Any discharges into The Haven will be under an Environmental Permit that will specify discharge thresholds and effluent quality parameters. Cumulative impacts are considered as a feature of all ES chapters.

REPORT

Boston Alternative Energy Facility - Appendix 5.26

Appendix 5.26 Section 42 consultation comments 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-3005.26
Status:	Final/0.0
Date:	23 March 2021

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Boston Alternative Energy Facility

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Enhancing Society Together

Appendix 5.26 Section 42 consultation comments and the Applicant's response

This appendix contains a table of the section 42 consultation comments received alongside the Applicant's response sent at the time.

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Section 42 Responses

Table 1 General Consultation Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
Section 42 Consultation Response - Lincolnshire County Council	**Chapters 1 Introduction, Chapter 2 Project Need, Chapter 4 Site Selection and Alternatives, Chapter 5 Project Description, Chapter 6 Approach to EIA** The Council are content that this chapter addresses all relevant points with adequate detail.	The Applicant has noted this response.
Section 42 Consultation Response - Lincolnshire County Council	**Chapter 3 Policy and Legislation Context** The Council submitted comments on 5 October 2018 regarding incorrect referencing of the Lincolnshire Waste and Mineral Local Plan. These changes have been made and the Council are content that the referencing of this Local Plan is correct.	The Applicant has noted this response.
Section 42 Consultation Response - Lincolnshire County Council	**Chapter 7 Consultation** The Council are content that this chapter addresses all relevant points with adequate detail and that the applicant has followed the specified requirements regarding consultation. However draw attention to the table and that the meeting with the Council took place on 14th March 2018 and at that time there was no in depth discussion around the Pubic Rights of Way issue.	Following this response, Table 7-1, Chapter 7 Consultation of the Environmental Statement (ES) (document reference 6.2.7) has been updated.
Section 42 Consultation Response - Lincolnshire County Council	**Chapter 10 Noise and Vibration, Chapter 11 Hydrology, Chapter 12 Terrestrial Ecology, Chapter 14 Air Quality, Chapter 15 Marine Water and Sediment Quality, Chapter 16 Estuarine Processes, Chapter 17 Marine and Coastal Ecology, Chapter18 Navigational Issues, Chapter 24 Transboundary Impacts** The Council are content that this chapter addresses all relevant points with adequate detail.	The Applicant has noted this response.
Section 42 Consultation Response - Lincolnshire County Council	**Chapter 5 Project Description** There are continued conversations between the Council and the applicant regarding the possibility of accepting Lincolnshire's waste. It is therefore noted that no mention is made, of accepting input by anything other than ship (5.5.4). It can be assumed that this would not be the case if the facility were to accept Lincolnshire waste and seek	Currently the Environmental Impact Assessment (EIA) is based upon receipt of material by ship. Should negotiations between the applicant and Lincolnshire County Council (LCC) confirm that waste currently being received at

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
	clarification as to how this would be delivered.	the Slippery Gowt transfer station be acceptable for receipt in the Facility be agreed, then the scheme would take this material. It is noted that the quantity of this waste is approximately 50,000 tonnes, which is <5% of the intended input received by ship, therefore this will not affect the ability of the Facility to manage Refuse Derived Fuel (RDF) delivered in this manner.
Section 42 Consultation Response - Lincolnshire County Council	**Chapter 5 Project Description** There continues to be confusion amongst the definition of 'RDF' than that which is stated in the application and the widely used definition of RDF. The Council consider it beneficial to produce an explicit definition of the term RDF with specifications and confirmation if the feedstock is in line with this definition. Clarification regarding any pre-processing of the feedstock before it is baled and brought to the facility should also be included.	Description of the RDF feedstock including pre-processing is in paragraph 5.5.4 and 5.5.5 of Chapter 5 Project Description of the ES (document reference 6.2.5).
Section 42 Consultation Response - Lincolnshire County Council	There is a question as to whether there is a need for residual waste treatment capacity within the UK at this current time. BAEF's plan is to import most of the feedstock from around the UK (not overseas – see 5.5.6). Opinions seem divided as to whether or not there is a capacity gap for this type of waste disposal in the UK. Further clarification on the need for this facility should be provided.	Clarification is provided in Chapter 2 Project Need of the ES (document reference 6.2.2).
Section 42 Consultation Response - Ministry of Defence (MoD)	I can confirm that the MoD has no safeguarding objections to this proposal.	The Applicant has noted this response.

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
Section 42 Consultation Response - Ministry of Defence	In the interests of air safety, the MOD requests that any structure 50 metres or greater in height is fitted with aviation warning lighting. The structures should be fitted with a minimum intensity 25 candela omni directional flashing red light or equivalent infra-red light fitted at the highest practicable point of the structure.	The Applicant has noted this response. This will be incorporated into the final design.
Section 42 Consultation Response - Ministry of Defence	"Whilst we have no safeguarding objections to this application, the height of the development will necessitate that aeronautical charts and mapping records are amended. DIO therefore requests the developer should notify UK DVOF & Powerlines at the Defence Geographic Centre with the following information prior to development commencing: Precise location of development Date of commencement of construction Date of completion of construction The height above ground level of the tallest structure The maximum extension height of any construction equipment. If the structure will be lit with air navigation warning beacons.	The Applicant has noted this response. Notification will be provided prior to the development commencing.
Section 42 Consultation Response - NATS Safeguarding	If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.	The Applicant has noted this response. NATS will be consulted in the event of any changes to the application.
Section 42 Consultation Response - Norfolk County Council	Chapter 5 Project Description The EIA/PEIR will need to address whether there are any cross-boundary impacts likely to occur in neighbouring authorities (e.g. Norfolk). In particular the EIA/PEIR needs to consider the following cross-boundary issues, for example: Whether the existing overhead lines and substation/s are sufficient to be able to cope with the energy proposal; Whether there will be a need to upgrade / reinforce any existing overhead power lines;	Following this response, the Applicant replies: There is an agreement with Western Power Distribution to supply the energy specified in Chapter 5 Project Description of the ES (document reference 6.2.5). This is not required. The new substation is described in Chapter 5 Project Description of the ES (document reference 6.2.5).

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
	Whether there is a need for a new electricity substation. The EIA/PEIR should also address the cumulative impact/s on the Grid Network arising from any existing or proposed energy schemes in the area. "In the event that new power lines are needed (or existing power lines up-graded / reinforced) or any other infrastructure needs up-grading (e.g. sub-station/s) there would need to be a description of the route(s) including plans at an appropriate scale incorporating, for example: an assessment of their impact (e.g. photomontages etc). details of temporary construction compounds identification of any sensitive features along the route The EIA/PEIR should consider the possibility of putting over-head power lines underground in order to minimise their impact.	Following this response, the Applicant notes that new power lines are not required, therefore the cumulative impact of building them is not required.
Section 42 Consultation Response - Environment Agency	**Chapter 5 Project Description** For Sections 5.4.30 and 5.5.123, can you please confirm if consideration has been given to light spillage across the estuary during hours of darkness and potential impact on the photo-tactic behaviour of any *Osmerus eperlanus* larvae present. Section 5.5.18 states that damaged bales of Refuse Derived Fuel (RDF) will not be brought ashore. If the bales are returned with the ship, how will the litter be unloaded to prevent it inadvertently entering the water at the point of origin? Will the bales be reconstructed and resent to the Boston Alternative Energy Facility (BAEF)? RDF bales are described as being 'tightly wrapped in plastic' (Section 5.5.26) - has an alternative wrapping material been considered?	**Lighting** It is proposed that new lighting proposed on site will be in accordance with British Standards, using appropriate design standards and codes of practice set by The Institution of Lighting Professionals (ILP) and The Chartered Institution of Building Services Engineers (CIBSE). Likely significant effects of lighting on ecological receptors has been considered within Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12). An Outline Lighting Strategy has been provided with this application (document reference 7.5). **Damaged Bales** Chapter 18 Navigational Issues of the ES (document reference 6.2.18) has been

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
		updated to identify that a catch-screen or net will be used whilst offloading bales at the Facility to prevent litter spillage into the river, this will be included within the Navigational Management Plan (NMP), which is secured by a requirement in the Development Consent Order (DCO). Any damaged bale will be re-baled with material captured on the screen.
Section 42 Consultation Response - Environment Agency	**Environmental Permit** Following a meeting held at the Environment Agency offices on 3 July 2019, we advised the environmental consultants that a pre-application meeting will be required to discuss the bespoke permit application required to operate this facility. We advised that on current information supplied, the facility activity will fall under an Environmental Permitting Regulations, Schedule 1, Part 2, Chapter 5, Section 5.3A (1) (vi) activity (disposal/recovery of hazardous waste). The final vote on the Waste Incineration (WI) BREF was held at the Article 75 Committee in Brussels on 17 June 2019 and all Member States voted in favour. This means that the scope and BAT Conclusions (BATCs) can be considered as the final version. It is anticipated that the WI BREF will be officially published sometime around September-October 2019. Due regard needs to be given to the updated WI BREF to ensure that the facility can comply with any revised emission limit values (ELVs) set.	A permit pre-application meeting will be convened once the DCO application is submitted. Chapter 5 Project Description of the ES (document reference 6.2.5) and Chapter 14 Air Quality of the ES (document reference 6.2.14) account for the use of the emission limit values in the Waste Incineration (WI) BREF.
Section 42 Consultation Response - Lincolnshire Wildlife Trust	**Chapter 5 Project Description** Paragraph 5.5. 35 of the project description (Chapter 5) states that part of the RDF bale conveyor will be uncovered. Are there mechanisms to prevent materials and potential contaminants from unidentified damaged bales leaving the conveyor or other uncovered parts of the process and escaping off site?	The bales will be tightly wrapped before loading onto the open conveyor. Any damaged bale will be re-baled before loading onto the conveyor – see Chapter 5 Project Description of the ES (document reference 6.2.5).

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
	Please could you confirm if bales of feedstock will be wrapped in plastic? If so, has alternative material been considered?	
Section 42 Consultation Response – Anglian Water	There is no reference made to Anglian Water's existing infrastructure and any anticipated impacts as part of the construction phase in the report.	The Applicant has noted this response. The Applicant will continue to engage with Anglian Water throughout the DCO process.
Section 42 Consultation Response – Anglian Water	We have previously made comments in relation to the proposed site layout and asked that its relationship to Anglian Water's existing infrastructure be considered. Currently we are in discussion with Boston Alternative Energy Ltd's contractor relating to the diversion of an existing water main to enable the above development.	The Applicant has noted this response. The Applicant will continue to engage with Anglian Water throughout the DCO process.
Section 42 Consultation Response – Anglian Water	As set out in our previous consultation response we would wish to see protective provisions specifically for the benefit of Anglian Water included in the Draft DCO. We have shared our proposed wording with Boston Alternative Energy's legal representatives (copy attached) and would ask that this wording or similar is included subject to reaching agreement with Anglian Water.	The Applicant has noted this response. The Applicant will continue to engage with Anglian Water throughout the DCO process.
Section 42 Consultation Response – Natural England	The applicant would need to supply the DCO/DML as soon as possible so that our DCO/DML Senior adviser can review.	The Applicant has noted this response.
Section 42 Consultation Response – Natural England	No evidence plan process to deal with issue upfront.	Meetings with Natural England (NE) have been ongoing throughout the pre-application process to discuss any issues for specific topics.

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
		Evidence is provided in Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12), Chapter 14 Air Quality of the ES (document reference 6.2.14), Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15), Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Natural England	Pollution Contingency plan is critical document that we need to see before we can agreed that pollution incidents are not an issue.	Evidence is provided in Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12), Chapter 14 Air Quality of the ES (document reference 6.2.14), Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15), Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Natural England	25 years is given for operational impacts, but some elements are not going to be decommissioned so permanent habitat loss.	Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) covers effects on habitat loss. An Outline Landscape and Ecological Mitigation Strategy (OLEMS) (document reference 7.4) has been provided which includes measures for landscape and ecological planting for the Facility. Chapter 15 Marine and Coastal Ecology of the ES (document reference 6.2.15) discusses the loss of saltmarsh and mudflat habitat. A biodiversity metric calculation will be completed to determine the requirement for

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
		net gain, this will be included within the final Landscape and Ecological Mitigation Strategy (LEMS), as secured in the DCO.
Section 42 Consultation Response – Natural England	There would be benefit in producing a mitigation plan that includes all mitigation measures. As it stands the proposed mitigation could be improved upon to further minimise the impacts.	Chapter 26 Summary of the ES (document reference 6.2.26) includes a summary of the mitigation measures covered within the ES. In addition, the Register of Environmental Actions and Commitments (document reference 7.6) sets out the mitigation and enhancement measures within the ES.
Section 42 Consultation Response – Natural England	Will any water abstraction or outfall be required from The Haven? It was not clear from technical summary.	No abstraction or outfall from The Haven is proposed.
Section 42 Consultation Response – Natural England	Many of the accompany plans and evidence missing so unable to fully provide advice on significance at this time.	Clarification from NE was requested to identify what was missing and information is provided in Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12), Chapter 14 Air Quality of the ES (document reference 6.2.14), Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15), Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England	Natural England welcomes the applicant's commitment to meet and exceed the requirements of the planning act. However, in order to do so further evidence and best practice mitigation needs to be provided to fully address the issues upfront of the application submission.	The Applicant has noted this response.
Section 42 Consultation Response – Natural England	Alternatives require further explanation.	The Applicant has noted this response. See Chapter 4 Site Selection and Alternatives of the ES (document reference 6.2.4).
Section 42 Consultation Response – Natural England	There is no mention of the duties in relation to the Wildlife and Countryside Act 1981 (as amended) and the NERC Act 2006.	Following this response, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) have been updated.
Section 42 Consultation Response – Boston Borough Council	We ... suggest that noting the size and scale of the proposed development there is an extension of time to the deadline of the 6 August 2019 consultation period. We propose an extension of up to six weeks to enable round table discussions comprising officers of both Lincolnshire County Council, Boston Borough and members of the BAEF project team. We are willing to host the meetings and propose that a single-issue topic be discussed in detail each week, commencing with highways and traffic impact. We believe this will ensure that we are better able to consider Joint Statements of Common Ground in readiness for any Inquiry.	This was discussed and dealt with locally by having round table meetings with Boston Borough Council (BBC).
Section 42 Consultation Response – Boston Borough Council	However, given the stage we are currently at, it is not possible to assess the project against the policies of the adopted Local Plan. There are no plans of the proposed structures to view and assess only simple written descriptions.	Addressed in Chapter 9 Landscape and Visual Assessment of the ES (document reference 6.2.9), Figures 9.15 – 9.20 (document reference 6.3.7 - 6.3.12) show photomontages of the Facility.

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council	**Chapter 3 Policy and Legislation Context** The proposed Alternative Energy Facility by processing waste by a gasification process as described above would appear to be an acceptable and appropriate use for the site selected. Whether it is classed as B2 or Sui Generis use would be decision that is made later in the process. However, currently the proposal is considered acceptable in context with the Lincolnshire County Council Minerals and Waste Local Plan. In terms of the South East Lincolnshire Local Plan a B2 use is appropriate given it is an allocated employment site. A Sui Generis use and the development in the Countryside would need to be justified on the basis "of other material consideration".	The Applicant has noted this response.
Section 42 Consultation Response – Boston Borough Council	There is likely to be an impact on neighbouring communities on both sides of the River Haven in respect of potential noise pollution, light pollution, off loading/on loading of ships at night but until the detailed proposals are received, no detailed comment with regard to mitigation may be made.	The Applicant has noted this response. These likely significant effects and mitigation measures are covered in Chapter 9 Landscape and Visual Impact Assessment of the ES (document reference 6.2.9), Chapter 10 Noise and Vibration of the ES (document reference 6.2.10), and Chapter 18 Navigational Issues of the ES (document reference 6.2.18).
Section 42 Consultation Response – Boston Borough Council	Concerns about the ability of the company to deliver the project.	The Applicant has noted this response. See the Funding Statement (document reference 3.2) provided with this application.
Section 42 Consultation Response – Boston Borough Council	Concerns about the impact of inclement weather in the Wash impacting on viability of BAEF to operate to full capacity.	The Applicant has noted this response. See Chapter 18 Navigational Issues of the ES (document reference 6.2.18) and Chapter 24 Major Accidents and Risk Management of the ES (document reference 6.2.24).

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council	What vermin control has been considered for the site when operational.	Following this response, see Chapter 23 Waste of the ES (document reference 6.2.23).
Section 42 Consultation Response – Boston Borough Council	We are unable to fully assess the project against the policies of the adopted Local Plan as there are no plans of the proposed structures to view and assess only simple written descriptions. At this stage in the consultation process, we are disappointed we cannot provide more clarity and would like to delay the next stage of the process until such time as detailed plans are available for more detailed assessment.	Addressed in Chapter 9 Landscape and Visual Assessment of the ES (document reference 6.2.9), Figures 9.15 – 9.20 (document reference 6.3.7 - 6.3.12) show photomontages of the Facility.
Section 42 Consultation Response – Boston Borough Council	We believe provision of facilities/proposals at the design stage, for the efficient and direct transference of baled waste from the Boston Waste Transfer Station, direct to the RDF receiving facility is worthy of consideration.	The Applicant has noted this response. However, this is a separate waste stream that is currently subject to the procurement agreement with LCC. It currently does not form part of the proposed feedstock to the Facility and is not assessed within the DCO application and EIA.
Section 42 Consultation Response – Boston Borough Council	How will the material (approximately 20%) from bales that is not suitable for gasification, be separated and what impact will this have on noise and pollution.	The changes to the scheme proposed in 2020 mean that the incoming RDF will not be subject to pre-processing, hence this is no longer an issue.
Section 42 Consultation Response – Boston Borough Council	We note that ferrous and non-ferrous metals will be removed, collected in separate skips and sent for processing off-site - what traffic movements are these expected to generate and what end use might these have.	The changes to the scheme proposed in 2020 mean that the incoming RDF will not be subject to pre-processing, hence this is no longer an issue.

Section 42 Responses

Consultee and Date	Response	Regard to Response and where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council	We note that the existing flood defences are to be replaced - does the new Quay improve existing flood defences and if so, how.	Feedback has been sought from the Environment Agency regarding the proposed height of the flood defence line provided by the wharf and is set to maintain the future flood protection requirements of Boston. See Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13).
Section 42 Consultation Response – Boston Borough Council	We note the reference to the aggregate leaving by ship and a dedicated berth – how often will this ship leave and arrive in addition to bale shipping movements.	See Chapter 5 Project Description of the ES (document reference 6.2.5) and Chapter 18 Navigational Issues of the ES (document reference 6.2.18).
Section 42 Consultation Response – Boston Borough Council	We have not seen sufficient detailed plans within the proposals to be able to fully assess whether there would be an impact on the ecology of the Haven and ecosystem around the application site, however we note you will be completing an Environmental Impact Assessment.	Evidence is provided in Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12), Chapter 14 Air Quality of the ES (document reference 6.2.14), Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15), Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Table 2 Cultural Heritage Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Historic England, 10th July 2019.	Our previous pre-application advice is well reflected within the Preliminary Environmental Information Report. The scope of archaeological impacts to be considered is well framed although we should add that there may be additional scope for remains of historic vessels repurposed to form backside revetments or wharfs to exist.	The Applicant has noted this response.
Section 42 Consultation Response – Historic England, 10th July 2019.	In weighing applications that directly affect non-designated heritage assets, the NPPF requires a balanced judgement which has regard to the scale of any harm or loss of the heritage asset (paragraph 197). Part of this balance should be to, where possible, avoid or minimise the impact on heritage assets and then where avoidance is not possible mitigate. The current Preliminary Environmental Information Report does not fully examine the options for reducing the harm arising from the development which may include the repositioning of a development or its elements, or changes to its design i.e. can redesign remove the need to remove a section of the Roman Bank or reduce the length of the section which needs to be removed, or can the reposition of taller elements of the development reduce the impact on views to the Parish Church of St Nicholas. For some developments, the design of a development may not be capable of sufficient adjustment to avoid or significantly reduce the harm, however the works which have led to this conclusion should be demonstrated.	Following this response, heritage input into the masterplan has aimed to avoid or minimise harm to the historic environment wherever possible. This input is presented in Section 8.7, Chapter 8 Cultural Heritage of the ES (document reference 6.2.8).
Section 42 Consultation Response – Historic England, 10th July 2019.	As this application may also require a marine licence, Historic England would recommend that when it is submitted, the marine licence application is supported by the agreed WSI, and sufficient cultural heritage information (e.g. the cultural heritage chapter of the ES). This will allow Historic England staff (who are a statutory consultee to the Maritime Management Organisation licence process) to rapidly respond to this application. The absence of this information is likely to lead to delays.	Following this response, an Outline Written Scheme of Investigation (OWSI) (document reference 7.3) is provided as part of this application which presents the proposed further work for the Facility. A Deemed Marine Licence forms part of the DCO and as such there will not be a separate licence application.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Historic England, 10th July 2019.	We also strongly recommend that you involve the Conservation Officers of the relevant local authorities and the archaeological staff at Lincolnshire County Council in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.	Local authority advice has been sought as part of the EIA process. A meeting was held between Historic England, LPA archaeological advisors and Royal HaskoningDHV heritage specialists to identify future programme of evaluation and mitigation. See Section 8.15, Chapter 8 Cultural Heritage of the ES (document reference 6.2.8) and the OWSI (document reference 7.3).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	This site has not been subject to evaluation and the site-specific archaeological potential has not been determined. There is currently insufficient information to allow for an informed planning recommendation to be made.	Following this response, Appendix 8.1 Cultural Heritage Desk-Based Assessment of the ES (document reference 6.4.3) has identified the surrounding geology is one of thick alluvial clays. As such, professional experience and judgement identified that standard evaluation approaches are not as valuable as a phase of geoarchaeological assessment, which will be undertaken as set out in the OWSI (document reference 7.3).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The desk-based assessment (Appendix 8.1) assesses the potential as low to moderate (A1.1.6) but no site specific field evaluation has been undertaken to inform such a statement, nor is this lack of evaluation results included in the Assumptions and Limitations section. Without evaluation there is no evidence base information sufficient to inform the identification of significant deposits or to ascertain their extent. The absence of site evaluation means there is no evidence base for Chapter Cultural Heritage's Summary statement that the potential impacts on heritage assets are "negligible to minor adverse". (p40)	In response, it is noted that professional experience and judgement identified this level. This has been supported by the geophysical survey and any impacts will be addressed through the proposed mitigation measures are presented in Section 8.8 and Table 8-11, Chapter 8 Cultural Heritage of the ES (document reference 6.2.8) and Section 11 of Appendix 8.1 Cultural Heritage Desk-Based Assessment of the ES (document reference 6.4.3).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The proposed mitigation (A8.11.65 and Table A8.1.14, carried over to Table 8.11 in Chapter 8 Cultural Heritage) deals only with currently known archaeology and offers very limited and reactive mitigation measures – which include evaluation only in the event that archaeology is encountered during geotechnical works. This is entirely inappropriate and insufficient.	Following this response, the proposed mitigation works are presented to be undertaken prior to construction and allow for time for further mitigation works. The mitigation covers potential archaeology and geoarchaeological assessment of geotechnical work is considered evaluation – trial trenching is considered of limited value. This work is presented in the OWSI (document reference 7.3) and was discussed with stakeholders during the heritage project meeting.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	It would be expected that the EIA to contain sufficient information on the archaeological potential to inform a reasonable evaluation strategy to identify the depth, extent and significance of the archaeological deposits which will be impacted by the development. The results of these are required in order to inform mitigation in a meaningful way to produce a fit for purpose strategy which will identify what measures are to be taken to minimise the impact of the proposal on archaeological remains.	Following this response, Appendix 8.1 Cultural Heritage Desk-Based Assessment of the ES (document reference 6.4.3) provides substantial evidence for the current archaeological potential of the local area and professional experience would suggest limited potential. However, the identified evaluation strategy as agreed with stakeholders will provide further detail. This work is presented in the OWSI (document reference 7.3).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	As it stands the supporting documents are not in accordance with the requirements of the NPPF or EIA Regulations. The National Planning Policy Framework states that 'Where site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers submit an	Following this response, a requirement for intrusive evaluation work is identified within the impact assessment Section 8.7, Chapter 8 Cultural Heritage of the ES (document reference 6.2.8) and the OWSI (document reference 7.3).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	appropriate desk-based assessment and, where necessary, a field evaluation (para 189).	
Historic England Response, following Heritage Stakeholder Meeting, Email discussions (October 2019).	Following the Heritage Stakeholders meeting on 4th October 2019, the proposed mitigation pre-consent is to include geophysical survey, namely in the form of magnetic survey, and followed by low-frequency electromagnetic methods. These methods are suggested due to the alluviated conditions of the proposed Facility site. The magnetometry is proposed to result in the identification of the old river channel and any shallow subsurface remains, as well as any rich 'peaty' areas or pockets within the upper clays of the site, with the electromagnetic survey potentially providing more depth to the results and identify possible buried land surfaces below the alluvium, as well as some broad depth information for the deposits.	Following this response, a requirement for intrusive evaluation work is identified within the ES and the OWSI (document reference 7.3). The results of the geophysical survey that was conducted in August 2020 is discussed in Section 8.7, Chapter 8 Cultural Heritage of the ES (document reference 6.2.8).
Historic England Response, Consultation advice – 24th October 2019.	Following the PEIR Consultation, Historic England were contacted in response to their PEIR consultation comments. The response stated their concerns over the visual impact of a new structure to the background of 'the Boston Stump' - St Botolph's Church and would have an impact on the long-distance appreciation of the dominance of the Stump. It was suggested that further long-distance photomontages are provided from Tattersall Castle to the north of Boston (approximately 20km), and similar points on the higher ground to the north/north-west.	In response it is noted that the change in a wide landscape view from the castle towards Boston would not be noticeable. The setting of St Botolph's Church is discussed in Section 8.8 and Section 8.9, Chapter 8 Cultural Heritage of the ES (document reference 6.2.8).
Historic England Response, Consultation advice – 20th August 2020.	Historic England were contacted to provide further advice on the Boston Alternative Energy Facility, with the response stating they do not wish to offer any further comments at this stage, and that it is not necessary for Historic England to be consulted on the application again, unless there are material changes to the proposals.	The Applicant has noted this response.

Section 42 Responses

Table 3 Landscape and Visual Impact Assessment Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The scale of development entailed within this application has the potential to significantly impact the landscape in and around Boston.	Following this response, predicted landscape effects are addressed in Section 9.4, Chapter 9 Landscape and Visual Impact Assessment of the ES (document reference 6.2.9).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The Council were consulted on designated viewpoints by Estell Warren in November 2018. The viewpoints were reviewed and comments were made to Estell Warren regarding minor changes to Viewpoints 9 and 14. These changes were noted and consequently captured in the PEIR and this ES. The Council are therefore content with the methodology used and selected viewpoints.	The Applicant has noted this response.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The Council agree with the description provided for the study area. However, in respect of the proposed landscaping mitigation measures consideration should be given to 'off site' landscaping particularly to the south and west of the proposed site.	It is noted that the proposed scheme does not include off site landscape mitigation measures, only measures that are proposed to be secured within the Order limits by the DCO.
Section 42 Consultation Response – Natural England, 6th August 2019.	Natural England welcomes the landscape and visual impact assessment (LVIA) that has been undertaken and provided within this chapter. We support the use of the publication Guidelines for Landscape and Visual Impact Assessment (2013, 3rd edition) which has been followed in the chapter's methodology. We also welcome reference to the National Character Areas (NCA).	The Applicant has noted this response.
Section 42 Consultation Response – Natural England, 6th August 2019.	We note that the visual impact on Public Rights of Way and Access has been included including long distance and recreational footpaths (at 9.6.22). We note from (Chapter 19 Traffic & Transport) that the England Coast Path is to be diverted around the site but it is unclear from this chapter if the visual impact of this change has been considered.	Following this response, the visual impact of views from the proposed diverted route following closures of public rights of way is included within Section 9.8, Chapter 9 Landscape and Visual Impact Assessment of the ES (document reference 6.2.9).

Section 42 Responses

Table 4 Noise and Vibration Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	We note the high level of advanced technology proposed within the site, which will likely give rise to noise and pollution impacts on local residents and businesses. However, without detailed proposals, we are unable to fully assess such impact and suggest areas of mitigation. We require further detail to enable such consideration.	Following this response, a full assessment of impacts is provided in Section 10.7, Chapter 10 Noise and Vibration of the ES (document reference 6.2.10). A copy of the final noise chapter was provided to BBC for their review on the 6th November 2020. A meeting was held with BBC and LCC on the 18th November to discuss the outcome of this assessment.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	How will the material (approximately 20%) from bales that is not suitable for gasification, be separated and what impact will this have on noise and pollution.	Following this response, a full assessment of impacts is provided in Section 10.7, Chapter 10 Noise and Vibration of the ES (document reference 6.2.10).

Section 42 Responses

Table 5 Contaminated Land, Land Use and Hydrogeology Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The Council are content that this chapter addressed all relevant points with adequate detail.	The Applicant has noted this response.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We have reviewed Chapter 11, along with the associated Land Quality Phase 1 Preliminary Risk Assessment (ref: PB6934-RHD-01-ZZ-RP-N-2011_A11.1, dated 27 October 2017) included in Appendix 11.1. Based on the available information, the site has been previously used for arable/agricultural use and is located in an area of low sensitivity for groundwater. As such, we consider the site to pose a negligible risk to controlled waters and the PEIR is satisfactory in respect of this.	The Applicant has noted this response.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	**Drainage** Chapter 11 Contaminated Land Use and Hydrology and Chapter 13 relating to Surface water, Flood Risk and Drainage should also consider impacts and opportunities for biodiversity.	The Applicant has noted this response. Impacts to surface water quality are assessed within Chapter 13 Surface Water and Flood Risk of the ES (document reference 6.2.13). Impacts to ecological receptors from contamination were addressed within the Preliminary Risk Assessment (PRA) and are considered as part of the impact assessment. The impacts to ecological receptors are considered in the context of impacts to biodiversity.

Section 42 Responses

Table 6 Terrestrial Ecology Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	Natural England acknowledges that the assessment has followed our advice at the scoping stage to consider impacts on statutory and non-statutory nature conservation designations, and protected and notable habitats and species and has been undertaken in accordance with published best practice.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) details the findings of the assessment of statutory and non-statutory sites.
Section 42 Consultation Response – Natural England, 6th August 2019.	Phase 1 habitat surveys were undertaken in 2017, with additional survey work being carried out in October 2018 which appears in Appendix 12. The applicant has taken on board NE's comment made at the meeting of February 2019 regarding the dry summer in 2018 and will be repeating the water vole, otter and badger surveys.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) summarises the findings from the 2019 surveys for badgers and water voles respectively.
Section 42 Consultation Response – Natural England, 6th August 2019.	Whilst there is no evidence of bat roosting within the site in 2017/18 we welcome the intention that further bat surveys will be undertaken during 2019 as the proposed Facility will result in the of potential foraging habitats. The further surveys should establish the current usage of foraging/commuting bats (numbers and species) and we will look forward to receiving the complete information for these. The recommendations in Appendix 12 for additional planting, the use of bat boxes and bricks and proposals to minimise lighting is welcome.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) summarises the findings from the monthly bat activity transect surveys that have been undertaken.
Section 42 Consultation Response – Natural England, 6th August 2019.	We acknowledge that the proposed precautionary methods of working during construction will reduce the impact on reptile to minor adverse significance.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) summarises the proposed mitigation measures in relation to reptiles.
Section 42 Consultation Response – Natural England, 6th August 2019.	We consider that very limited information is provided on terrestrial use of the site by birds. It appears that a breeding bird survey has not been completed (as we requested in our February meeting) but instead assessment is relying on off-site BTO data. We note however that nesting bird checks will be undertaken ahead of works starting. Natural England would be interested in seeing the bird survey report if one has been done and not fully included in the PEIR.	Following this response, a breeding bird survey was undertaken between April and June 2020. Details and results of which are presented in Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	Some of the hedgerows at least towards Frampton/Freiston support some interesting farmland birds. We would like to see some indication as to whether the inland fields where the development is based, will have any impact on SPA bird species using the site as part of the SPA supporting habitat.	Following this response, a breeding bird survey was undertaken between April and June 2020. Details and results of which are presented in Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12).
Section 42 Consultation Response – Natural England, 6th August 2019.	We note that there is low value habitat for terrestrial invertebrates but would like to see some explanation how this conclusion was reached.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) summarises the findings from the field survey as to the Application Site's suitability to support terrestrial invertebrates. Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) summarises the proposed mitigation measures in relation to terrestrial invertebrates.
Section 42 Consultation Response – Natural England, 6th August 2019.	The Cumulative Impacts table includes the Boston Barrier which should have been finished by 2021 when construction for the Boston AEF starts but could overlap if there are project delays. The PEIR in the terrestrial section does not mention Boston Embankment works and this should have finished by the end of 2020 but there may be a slight chance of project overrun and so should be included.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) presents the cumulative impact assessment that has been undertaken for the Facility.
Section 42 Consultation Response – Natural England, 6th August 2019.	One of our key messages at the meeting was the lack of bird data and the age of the historical data that is available (for Boston Barrier project i.e. from 2010). In table 17.2 it is stated that data from the BTO has been purchased to provide information on the birds. The Haven is covered by 4 BTO areas one further upstream South Forty Foot Drain (the urban side of Boston); one near to the site known as Slippery Gowt Pits and two at Frampton. It should be noted that the closest one (Slippery Gowt Pits) provides data between 2001 and 2006 (which is 13 years old) (page 39). It	Following this response, bird data has been collected for the Application Site to include overwintering bird counts, breeding bird counts and bird disturbance at the mouth of The Haven and these are reported in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	also shows a real reduction in bird numbers in 2005 and 2006 which is not explained. Natural England has concerns with the reliance on data which is 13 years old. At the meeting we did suggest that 2 visits per month between February until the submission of the ES should be undertaken. The data for Frampton is more recent 2012 to 2017 but is a distance from the site and may only be relevant to consider bird disturbance from increased vessel movements when the site is operational. One point to note is that the BTO bird surveys do not cover the same time window so it is difficult to understand bird usage. We have recently received an Ecological Clerk of Works report from the Environment Agency (EA) focusing on the geotechnical works along the Haven in February-March this year which summarises bird activity during various samplings. The report notes, for example, bird hotspots (one is further to the south of the site and also one on the other side of the channel opposite the development). It also notes the activities that caused bird disturbance was people on the embankment and also large vessels moving up the channel. It may be possible for the Boston AEF to have access to this document from the EA.	
Section 42 Consultation Response – Natural England, 6th August 2019.	The terrestrial ecology section refers to 0.4ha of saltmarsh and 0.8ha of mudflats lost during construction – they have listed this as a minor adverse impact as it is only a BAP habitat at this location and not part of the designated area. It has been assessed as being in poor condition although it identified 18 species which is actually quite species-rich for The Wash. It is explained that once construction is finished there will be an opportunity for some saltmarsh/ mudflats to naturally re-establish but this is likely to be restricted in area. The report notes that the boats will be grounded on the mudflats during low tide until the tide floods when the vessels will be able to leave the Facility which will re-suspend sediments and also cause ongoing permanent damage so it would seem uncertain on how much natural post-construction recovery could be achieved. The loss of saltmarsh / mudflat could potentially be an issue for bird feeding / resting	Following this response, the habitat loss for saltmarsh and mudflat is calculated in the construction impacts section and a biodiversity metric produced to assess the requirement for habitat mitigation. Further information regarding the saltmarsh and mudflats is presented in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	areas. The report notes that the erosion of the saltmarsh along the channel is down to wind wave action rather than boat waves. This is recognised as a moderate adverse impact. However this is a permanent loss of habitat and (approx. 2%) which should be compensated for and we would like to discuss further the potential for mitigating for this loss of saltmarsh/mudflat habitat.	
Section 42 Consultation Response – Natural England, 6th August 2019.	Why haven't impacts to functionally liked land and duties under the Wildlife and Countryside Act 1981 (as amended) and the NERC Act 2006 been considered.	Following this response, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) have been updated.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	LWT has noted that there will be permanent loss of intertidal mudflat and saltmarsh, both of which are listed as priority habitats of principal importance for the conservation of biodiversity under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. There is currently no planned compensatory habitat or mitigation measure associated with this loss. We would query whether the Haven could be functionally linked to The Wash SPA, with bird species using it for a variety of reasons to compliment habitat in The Wash. We would like to see compensatory habitat created as close to the site as possible.	Following this response, details regarding intertidal habitats, the outcome of the assessment and proposed mitigation measures are presented in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	We support mitigation measures detailed within Chapter 12 – Terrestrial Ecology and Chapter 17 – Marine and Coastal Ecology and outlined in Table 24.1 Summary of PEIR Topic Impacts in Chapter 25 (Non-Technical Summary).	The Applicant has noted this response.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Mitigation measures should address any impacts related to findings of further surveys planned for protected species.	The Applicant has noted this response and this will be included within the outline Ecological Management Plan (EMP).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Otter is a species designated as part of the SAC but is not mentioned specifically in the Marine & Coastal Ecology chapter. The Terrestrial Ecology chapter recognises they use the tidal River Witham for commuting in the wider area. Further surveys and considerations for otter in Chapter 12 should include assessment as a designated species associated with the SAC.	Details relating to otters is provided in Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12). Further information in relation to the HRA is presented in Appendix 17.1 Habitats Regulations Assessment of the ES (document reference 6.4.18).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	There is no recognition of the potential impact or importance of the loss of habitat and disturbance to birds using the tidal haven from The Wash. This should be assessed. Removal of potential bird nesting sites is mentioned in the table of impacts in table 12.2 of Chapter 12. No replacement bird nesting habitat on the site is suggested. Habitat should be replaced and enhanced on site as mitigation for this loss.	Following this response, a breeding bird survey was undertaken between April and June 2020. Details and results of which are presented in Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	In line with paragraph 170 and 175 of the National Planning Policy Framework (NPPF) and Policy 28 (para 3) and Policy 31 (para 5) of the South East Lincolnshire Local Plan, biodiversity net gain requires developers to ensure existing habitats are assessed for wildlife benefit and left in a measurably better condition that they were before the development took place. The existing habitat and its condition should be assessed as part of this development. It should be clearly demonstrated how biodiversity will be improved, delivered and managed beyond the construction phase. It should include habitat creation, sowing and planting of native species of known benefit to wildlife, creation of green corridors and habitat linkages through and beyond the site and wildlife friendly margins. We would like to see how this has been incorporated within the plans.	Following this response, a biodiversity net gain calculation has been undertaken and the need for habitat has been considered in the mitigation package. Further information relating to ecological mitigation and enhancement measures is presented in the OLEMS (document reference 7.4).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Have Lincolnshire County Council been formally consulted and had a chance to suggest biodiversity net gain or other opportunities related to the development to complement nearby Havenside Nature Reserve? Have the RSPB been consulted and had an opportunity to comment on any research they have on how development of the site may affect birds within The Wash and other ecology associated with their reserves at Frampton and Freiston? These sites may also benefit from enhancement through funding associated with this work.	Following this response, a biodiversity net gain calculation has been undertaken and the need for habitat has been considered in the mitigation package. Consultation with stakeholders (NE and Royal Society for the Protection of Birds (RSPB)) has been undertaken and the approach agreed.
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	The level of mitigation and enhancement to address impacts and deliver biodiversity net gains in line with the National Planning Policy Framework. It appears limited mitigation is being proposed to address impacts from the facility. There appears no evidence to justify the position that the mudflat for the wharf is of limited use by features from The Wash SPA, especially at certain times of year. The loss of intertidal habitat should, we believe, be mitigated. We also consider greater enhancement measures in line with the NPPF should be provided and support the statement provided by Lincolnshire Wildlife Trust on this point.	Following this response, a biodiversity net gain calculation has been undertaken and the need for habitat has been considered in the mitigation package. Further information relating to ecological mitigation and enhancement measures is presented in the OLEMS (document reference 7.4).
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	The level of mitigation and enhancement to address impacts and deliver biodiversity net gains in line with the National Planning Policy Framework. It appears limited mitigation is being proposed to address impacts from the facility. There appears no evidence to justify the position that the mudflat for the wharf is of limited use by features from The Wash SPA, especially at certain times of year. The loss of intertidal habitat should, we believe, be mitigated. We also consider greater enhancement measures in line with the NPPF should be provided and support the statement provided by Lincolnshire Wildlife Trust on this point.	Following this response, the loss of saltmarsh and mudflat has been addressed in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). A Net Gain Strategy will be provided as part of the final Landscape and Ecological Mitigation Strategy (LEMS) secures as a requirement of the DCO.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	Traffic impact, the extent of machinery and equipment to be transported to the site and whether new roads will be required. Will there be a requirement for night working and how will impact on residents and wildlife be mitigated.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) presents the mitigation measures that will be adopted to manage potential impacts to ecological receptors as a result of potential working

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		at night.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	We have not seen sufficient detailed plans within the proposals to be able to fully assess whether there would be an impact on the ecology of the Haven and ecosystem around the application site, however we note you will be completing an Environmental Impact Assessment.	Following this response, Section 12.6, Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) presents information relating to designated sites.

Table 7 Surface Water, Flood Risk and Drainage Strategy Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council	The surface water drainage strategy details are satisfactorily covered in the PEIR and the Lincolnshire Highways and Floods Department are content with the chapter in respect of surface water drainage.	The Applicant has noted this response. For clarity, potential impacts on flood risk during construction and operation are considered in Section 13.7, Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13). A Flood Risk Assessment has been carried out and is provided separately in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Anglian Water, 6th August 2019.	Reference is made to principal risks of flooding from the above project being sea, river and surface water flooding. The risk of flooding from sewers is considered to be low.	The Applicant has noted this response. Potential impacts on flood risk during construction and operation are considered in Section 13.7, Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13). A Flood Risk Assessment has been carried out and is provided separately in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Anglian Water, 6th August 2019.	We understand from our earlier discussions that there is a potential requirement for a foul connection as part of the construction phase for the development. However, there is no reference made to a foul connection to the public sewerage network for the above development as part of the construction or operation of the site. This should be considered further as part of the Preliminary Environmental Information Report and Flood Risk	Following this response, this is discussed in Table 13-7, Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	Assessment.	
Section 42 Consultation Response – Anglian Water, 6th August 2019.	We welcome the intention to develop a surface water strategy in accordance with the surface water hierarchy. With surface water to be discharged as high up the hierarchy of drainage options as practicable.	Following this response, this is addressed in detail in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Anglian Water, 6th August 2019.	Appendix 13.2. Reference is made to the preparation of a surface water drainage strategy to support the DCO application to the Planning Inspectorate which will be informed by the earlier strategy for Biomass UK No 3 Ltd site. We understand from our earlier discussions regarding the above project that there is no intention to discharge surface water into the public sewerage network. It would be helpful if this could be made clear in the submitted Preliminary Environmental Information Report and Flood Risk Assessment.	Following this response, this is addressed in detail in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13) and in Table 13-7, Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13).
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	We note that the existing flood defences are to be replaced - does the new Quay improve existing flood defences and if so, how.	Following this response, this is addressed in detail in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We have reviewed Chapter 13, along with Appendix 13.1 (ref: PB6934-RHD-01-ZZ-RP-N-2013_A13.1, dated 17 June 2019) and Appendix 13.2 (ref: PB6934-RHD-01-ZZ-RP-N-2013_A13.2, dated 17 June 2019). We note that the intention is to discharge foul drainage, from welfare facilities to a mains connection if a suitable one is available (Table 13.7 Embedded Mitigation Measures). We support this approach and would require further consultation on alternative methods of foul drainage if this is	Following this response, our approach is set out in Table 13-7, Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13). The preferred option for disposal of foul drainage will be determined during the post-consent detailed design process, with the need for further consultation with the

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	not feasible. We note the intention to determine the specific approach during detailed design work – if this is post-permission we will ask for a Requirement to be included in the Development Consent Order (DCO) to secure details to be submitted and approved following further consultation with us.	Environment Agency secured as a DCO Requirement.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	In respect of flood risk to and from the proposed development, our comments are based on the information currently available; however, more detailed information is required. Before any final agreements can be reached we will require detailed information such as: drawings, including construction details and cross sections of the proposed wharf and how it interacts with the existing defence through and immediately adjacent to the site; details of any proposed defence re-alignment and how the required defence level will be achieved; proposed ground levels across the site; construction methodology outlining how a minimum defence level of 6.5mAOD will be maintained at all times during construction.	Following this response, further details are provided in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.2.13). Details of the wharf are provided in Figure 5.2 (document reference 6.3.2).
	Updated extreme sea level estimates, with a base date of 2018, are expected to be released in late August 2019 and therefore we would expect these to be used in further assessment work. We will be able to supply these to you, upon request, when they are released.	The Applicant has noted this response.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	There are some activities proposed, which fall under the remit of the Environmental Permitting Regulations (EPR) 2016. For example, working on either the front line or former line of land reclamation defence, or dredging in the channel to maintain access to the wharf would fall under the remit of these Regulations. Section 150 of the Planning Act 2008 allows applicants to "include provision [within the DCO] the effect of which is to remove a requirement for a prescribed consent or authorisation to be granted, only if the relevant body has consented to the inclusion of the provision". At this time we would not consent to the inclusion of such a	Following this response, the risk of flooding or damage to flood defences is discussed in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	provision, as we will need to discuss with you, in more detail, the most appropriate mechanism to protect the flood defence assets, to ensure the project will not increase flood risk to third parties.	
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. The Witham (Transitional) Water Body ID is incorrect in Plate A13.1.4 (page 14) and should read GB530503000100.	The Applicant has noted this response and updated in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. On page 21 with regard to the question, 'Is in a water body with a phytoplankton status of moderate, poor or bad?', phytoplankton was classified as at 'Bad' status in 2016 (EA Catchment Data Explorer) and you should demonstrate you have considered whether there is a pathway from the proposed activities that may cause phytoplankton to deteriorate.	The Applicant has noted this response, This has been assessed and updated in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. Table A13.1 3 – for the Witham (The Haven) waterbody (page 22) – please note that saltmarsh is WFD high sensitivity habitat, not low sensitivity as suggested in the scoping table. Further detailed assessment will therefore be required on the grounds that the project would involve impacts to an area of high sensitivity habitat.	Following this response, this has been updated in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. The key construction and operational activities (not including vessel movements) for the proposed scheme will not be larger than 0.5 km^{2}' (page 22) - has any necessary navigational dredging been included in this figure?	Following this response, this has been updated in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. The quality element 'Introduce or spread invasive non-native species (INNS)' on page 23 has not been addressed fully and a more detailed assessment is required. Will a biosecurity plan feature in the Project Environmental Management Plan?	Further details are provided in Updated in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12), Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. A13.7.1 – We do not agree with the statement that the project 'will have no local effects on the hydromorphological, physico-chemical and biological quality elements…'. Clearly there will be localised impacts, albeit probably (pending final design details and further assessments) not at a scale sufficient to impact compliance.	Following this response, this has been amended to reflect limited, highly localised effects in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. Is there any evidence available from the Witham European eel population to support the following statement on page 39? 'In addition, European eels are prone to infestation with the swimbladder parasite, Anguillicoloides (Anguillicola) crassus, which can cause thickening of the swimbladder walls influence the sensitivity of eels to sound'.	Following this response, this has been amended in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. We would also request that an additional monitoring measure is added (under paragraph 13.1.2), due to the acknowledgement in 15.7.23 that sediment contamination is present (above Cefas Action Level 1 for some contaminants). Therefore, monitoring of contaminant levels and associated water quality parameters is advised during the construction phase of the project (as has been done for the Ipswich and Boston Tidal Barrier projects).	Following this response, monitoring is now included as a measure during the construction phase in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.1 WFD compliance assessment. We would also like to see evidence that consideration has been given to any opportunities to deliver WFD mitigation through the scheme. We encourage discussion of any potential opportunities to contribute towards efforts to achieve Good Ecological Potential.	Following this response, Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12) has been updated. Opportunities to deliver WFD mitigation and contribute towards achieving Good Ecological Potential can be accommodated as the detailed design evolves and through establishment of statements of common ground during examination.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. A13.2.4 - The “Great Sluice” referred to is incorrect and should be changed to “Grand Sluice”.	Following this response, this has been amended in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. A13.3.9 - The long term aim of the Boston Combined Strategy is to raise the Witham Haven banks, at intervals in the future, to provide a 1 in 300 standard of protection in 100 years. At present this level for the Facility site is estimated to be 7.2mAOD. However, we will review this level when updated climate change allowances are published later this year. If the proposed wharf or a set-back defence line through the site is constructed at a lower level, we will require information to demonstrate how this can be adapted in the future to achieve the required defence level (7.2mAOD, or as required when updated climate change allowances are published), or decommissioned such that future defence raising projects by the Environment Agency will not be financially disadvantaged by the presence of the development.	Following this response, this has been addressed in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. A13.3.10 States the Environment Agency may require access to the frontage. We can confirm that access to inspect the defences will be required at all times. Consideration also needs to be given to any impact on our ability to move maintenance plant from the bank upstream of the site to the bank downstream: whether access through the site can be arranged or the additional cost of an alternative route quantified.	Following this response, this has been addressed in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. The Flood Risk Assessment (FRA) mentions the South-East Lincolnshire Local Plan at paragraph A13.4.5. We would draw your attention to Policy 4 (Approach to flood risk) of the plan, which includes a 50m buffer from the toe of the raised Witham Haven banks (flood defences), to allow access for construction and maintenance. This was included in the Policy to ensure delivery of the Haven Banks Project, which is fundamental to the continued protection of Boston.	Following this response, policy is considered in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. A13.5.5 includes a typo in respect of the 5th December 2018 – this should read 2013, as should the reference in A13.5.6.	Following this response, this has been amended in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. A13.5.7 and A13.5.14 refers to the Boston SFRA and the relative probability of flooding maps. This SFRA has been superseded by the South-East Lincolnshire SFRA (March 2017) – these probability maps are no longer part of the current SFRA and reference to them should be removed.	Following this response, this has been amended in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. A13.8.23 States that “no personnel are anticipated to be required to sleep on-site”. If there is any possibility that sleeping on-site will be required, this needs to be included in your FRA.	Following this response, the wording has been amended to confirm this in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 13.2. There is little mention in the FRA in relation to the feedstock facility and whether the RDF will be contained or bunded. Please clarify what measures will be in place to stop the waste material being washed away, creating an environmental hazard, if the site floods (or signpost us to where this issue is addressed in the assessment).	Following this response, this has been addressed in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Chapter 11 Contaminated Land Use and Hydrology and Chapter 13 relating to Surface Water, Flood Risk and Drainage should also consider impacts and opportunities for biodiversity.	Following this response, impacts on biodiversity resulting from the drainage system are identified in Section 13.7 (impacts 1 and 5), Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.213). Opportunities for biodiversity creation are identified in Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) and Chapter 9 Landscape and Visual Impact Assessment of the ES (document reference 6.2.9) and will be accommodated as the detailed design evolves.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Paragraph 13.7.5 identifies that spillage of contaminants into the surface water system from the development via IDB drains may have an adverse impact on ecology in terrestrial, coastal and marine habitats. Please confirm what measures are in place to prevent spillage and clean up any harmful contaminants following release into the environment."	Following this response, the embedded mitigation laid out in Table 13-7, Chapter 13 Surface Water, Flood Risk and Drainage Strategy of the ES (document reference 6.2.13) provides measures to prevent spillage and contamination. These measures will be included in the Code of Construction Practice (CoCP).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	The South-East Lincolnshire Local Plan 2011-2036 (adopted March 2019) recognises opportunities to increase biodiversity through 'sustainable drainage systems' (SuDS). Its primary aim is to minimise the impact of development on the water environment, reduce flood risk and provide habitats for wildlife. We would like to see biodiversity opportunities included, where possible, in the final design for any attenuation ponds and other SuDS features created.	Following this response, this has been addressed in Section 13.7 and also in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	Impact on water quality. It appears that water management on the site will be managed through an attenuation pond and then released to the River Witham via surface water drains. It is essential that enough information is provided at submission to demonstrate that water quality will not be reduced as a result of any discharges arising from the site. The RSPB also highlights that impacts on water quality may arise from vessels using the wharf area. Sufficient information must be provided to demonstrate that potential adverse impacts on water quality as a result of the container vessels will be avoided.	Following this response, drainage is discussed in Appendix 13.2 Flood Risk Assessment of the ES (document reference 6.4.13).

Section 42 Responses

Table 8 Air Quality Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The Council are content that this chapter addresses all relevant points with adequate detail.	The Applicant has noted this response.
Section 42 Consultation Response – Anglian Water, 6th August 2019.	Anglian Water does not have any comments relating to the proposed mitigation of the identified impacts relating to noise, dust and traffic during the operational and construction phases.	The Applicant has noted this response.
Section 42 Consultation Responses – Boston Borough Council.	We are mindful that Boston has two AQMAs in operation and we are concerned not to have received the detail in relation to traffic movements for both construction and operation that would enable the Council to fully assess the potential impact, including shipping traffic and how this may be mitigated. We require detailed traffic assessment information before the project progresses further to the next stage.	Following this response, the traffic flows and vessel numbers used in the air quality assessment are detailed in Appendix 14.2 Dispersion Modelling Methodology of the ES (document reference 6.4.15).
Section 42 Consultation Responses – Boston Borough Council.	The lack of information relating to the traffic management plan both for the construction period and clarity of site operations means that a detailed assessment cannot yet be assessed. We have requested that all the options for traffic routes for construction traffic and operational service traffic are examined as part of the process. In addition we note the potential on the AQMA of pollution via shipping vehicles.	Traffic management methods are detailed in Chapter 19 Traffic and Transport of the ES (document reference 6.2.19). Construction and operational traffic generation was considered on all potential access routes, as described in Appendix 14.2 Dispersion Modelling Methodology of the ES (document reference 6.4.15). A combined assessment was undertaken to consider impacts of vessel, stack and road traffic emissions at receptors within the Air Quality Management Areas (AQMAs).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		This is described further in Section 14.4, Chapter 14 Air Quality of the ES (document reference 6.2.14). The relative contribution of each source to the total concentrations at each receptor is provided in Appendix 14.3 Tabulated Assessment Results of the ES (document reference 6.4.16).
Section 42 Consultation Responses – Boston Borough Council.	Concern about noise, odour and pollution and how this will be monitored, the impact on air quality on crops with regard to the agricultural industry and will "scrubbers" be utilised for pollutants. In addition, what will happen to the type of waste that cannot be recycled, such as batteries. What consideration has been given to pollution of the river.	Following this response, the Facility will employ a Continuous Emissions Monitoring System (CEMS) to ensure that the emissions from the proposed stacks are within the required emission limits; this will be a requirement of the Environmental Permit. The Facility will utilise a number of flue gas treatment technologies to remove pollutants prior to discharge to atmosphere. Details of the disposal of non-recyclable waste are provided in Chapter 5 Project Description of the ES (document reference 6.2.5). The impact of air pollutants on crops is detailed in Chapter 22 Health of the ES (document reference 6.2.22). Impacts on the River Witham are detailed in Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15). Noise impacts are considered in Chapter 10 Noise and Vibration of the ES (document reference 6.2.10).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Responses – Boston Borough Council.	We note the high level of advanced technology proposed within the site, which will likely give rise to noise and pollution impacts on local residents and businesses. However, without detailed proposals, we are unable to fully assess such impact and suggest areas of mitigation. We require further detail to enable such consideration.	Details of the technology to be utilised are provided in Chapter 5 Project Description of the ES (document reference 6.2.5).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Please note, we have not undertaken any review of the air quality modelling contained in Chapter 14 (ref: PB6934-RHD-01_ZZ-RP-N-2014, dated 17 June 2019) or the associated Appendices, and would advise that this will only be undertaken as part of our discretionary pre-application permit service or once an application for an environmental permit had been duly made.	The Applicant has noted this response.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We have serious concerns regarding potential emissions of odour from the proposed development given the scale and nature of the RDF ship unloading facility and associated dockside RDF storage given the proximity of residential areas to the northeast of the site. We welcome the proposal in paragraph 14.4.47 to carry out an assessment of the main odour sources at the site. We recommend that a quantitative assessment for odour be carried out that includes the ship unloading facilities, dockside storage and conveyor lines under worst case conditions.	Following receipt of this comment, the method of unloading, processing and storing refused derived fuel (RDF) has been revised, resulting in a significant reduction in the potential for odour from RDF. A risk-based odour assessment has therefore been undertaken, as per the methodology detailed in Section 14.4, Chapter 14 Air Quality of the ES (document reference 6.2.14).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	It is unclear how deposition of material in The Wash relating to emissions to air from the facility might on The Wash SAC, elements of which are currently in an unfavourable condition. We would like to be assured that this has been considered and mitigation measures put in place where necessary.	Following this response, impacts of pollutant concentrations and deposition on The Wash as a result of the construction and operational phases are presented in Section 14.7, Chapter 14 Air Quality of the ES (document reference 6.2.14). The significance of the predicted impacts is discussed in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	We note that no impacts to SAC/ SPA from air pollution deposition from the actual plant are identified (chapter 14 page 42) it notes that the maximum predicted NOx, SO2, NH3 and HF concentrations were below the relevant Critical Levels at The Wash and North Norfolk Coast SAC and The Wash SPA designated ecological sites. However, PC values were predicted to be above the NOx 24-hour and the HF weekly mean Critical Level values at the Havenside LNR. The PC values represent the maximum pollutant concentrations from the process stacks and marine vessels combined to provide a conservative scenario.	Following this response, impacts on designated ecological sites are presented in Section 14.7, Chapter 14 Air Quality of the ES (document reference 6.2.14). The significance of the predicted impacts is discussed in Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Natural England, 6th August 2019.	Pollution Contingency plan is a critical document that we need to see before we can agree that pollution incidents are not an issue.	Following this response, an Outline Code of Construction Practice (OCoCP) will be provided (document reference 7.1). Operational pollution control will be implemented by the conditions of the Environmental Permit(s) for the Facility.
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority (IFCA), 27th September 2019.	Eastern IFCA consider that the potential for cumulative impacts from the Project and nearby industrial sources should be fully considered. The combined effects of airborne emissions from different sources and discharges (e.g. washing out of clay delivery vessels, release of sodium hydroxide-dosed water) into the river (Haven) and into The Wash should be set out for consideration.	The Air Pollution Information System (APIS) website states that *"in most lowland rivers and burns, nitrogen inputs from catchment land-use, not deposition from the atmosphere, are likely to be much more significant*". However, impacts on the intertidal habitat have been considered. Marine habitats are excluded from the APIS website as it is stated that "*they don't tend to be sensitive to air pollution impacts or are dominated by other sources of inputs*." As such, the assessment focussed on impacts of air emissions on terrestrial habitats as presented in Section 14.7, Chapter 14 Air Quality of the ES

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		(document reference 6.2.14). Impacts of the Facility on water quality are discussed in Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15).
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 27th September 2019.	The Non-Technical summary reported that "*potential impacts from increased emissions to air and deposits on marine and estuarine habitats will be assessed when results of the air quality assessment are available*". Eastern IFCA query when such potential impacts on marine and estuarine habitats, including shellfish beds in The Wash, will be considered. Mussel and cockle beds are an economic resource for local inshore fishermen as well as being attributes of the intertidal mudflats and sandflats feature of The Wash and North Norfolk Coast Special Area of Conservation. If impacts on shellfish habitats are anticipated, consideration must be given to potential impacts on the food chain as well as on biodiversity.	Following this response, it is not considered that deposition of air pollutants would lead to significant impacts on shellfish beds as these areas would be washed by the tide twice a day. This is discussed further in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 27th September 2019.	Eastern IFCA seeks assurance that these shellfish production areas (as well as the naturally-occurring cockle and mussel beds in The Wash) will not be adversely affected by the "*potential impacts from increased emissions to air and deposits on marine and estuarine habitats*" noted in the Non-Technical Summary.	Following this response, it is not considered that deposition of air pollutants would lead to significant impacts on shellfish beds as these areas would be washed by the tide twice a day. This is discussed further in Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Principal Environmental Health Officer (EHO), Boston Borough Council (August 2020).	Additional consultation was undertaken to confirm amendments to the air quality assessment methodology since the PEIR stage, including: Widening of the road traffic study area to consider impacts within the Bargate Bridge AQMA; Update of the Facility stack emissions in accordance with the latest Waste Incineration BAT Conclusions document; and An assessment of vessel emissions during the construction phase, as they will now be used to import construction materials. No further comments were received from BBC on the proposed changes.	Following this response, the assessment methodology is detailed in Section 14.4, Chapter 14 Air Quality of the ES (document reference 6.2.14) and Appendix 14.2 Dispersion Modelling Methodology of the ES (document reference 6.4.15).

Section 42 Responses

Table 9 Marine Water and Sediment Quality Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	The proposal must not undermine the Wash nature conservation designation.	The Applicant has noted this response. Potential effects on the Wash are included within Appendix 17.1 Habitat Regulations Assessment of the ES (document reference 6.4.18).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Chapter 15 Marine Water and Sediment Quality. Section 15.6.10 onwards (and Chapter 16) refers to sediment sampling sites using site codes SC12-SC23 but no map figure is provided to show where these sites are. There is reference made to a Figure 16.6 but this doesn't appear to be included. There are also additional particle size data from samples taken at these sites in 2018 that could be included.	Following this response, sample locations used in Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15) to inform the baseline and impact assessment have been added to Figure 15.1 (document reference 6.3.23). All particle size analysis data is presented in Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) and Appendix 16.1 Supplementary Information to Estuarine Processes (document reference 6.4.17).
Section 42 Consultation Response – Environment Agency, 6th August 2019	Chapter 15 Marine Water and Sediment Quality. Section 15.6.19 "In terms of chemical contaminants, the waterbody is at 'good' status, thus indicating no significant exceedances of EQS." This is a default 'good' status as there were no chemical monitoring data available for the classification period. This, therefore, is not indicative of no significant exceedances of EQS. The 2019 WFD classifications are expected to be released on the Catchment Data Explorer in early 2020, these will not include any additional chemicals data for the Witham so that status will again default to 'good' but the overall status may be improved.	The Applicant has noted this response and text has been amended.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Marine Management Organisation, 6th August 2019.	Whilst the applicant has used previous sampling regimes, only one set of raw data has been provided. The applicant should provide the raw results of all sampling regimes, including locations (either coordinates or as a map) to allow a robust review to be undertaken. Figure 15.1 does not appear show all sediment samples and does not appear to relate to the results provided in Chapter 15.	Following this response, Figure 15.1 (document reference 6.3.23) has been updated to show all sample locations. Only the most recent data is presented in raw form as it is considered to be the most relevant, and this is the data that the impact assessment is based on. Older data is summarised and comments made regarding whether the recent data is in line with historical data.
Section 42 Consultation Response – Natural England, 6th August 2019.	We acknowledge that issues relating to the freeing up of sediment from the dredging process both during construction and ongoing maintenance around the wharf have been assessed including the impacts associated with suspended sediments, increased turbidity, and potential mobilisation of heavy metals / contaminants including hydrocarbons.	The Applicant has noted this response.
Section 42 Consultation Response – Natural England, 6th August 2019.	The non-technical summary and HRA quote increase of 624 vessels but Chapter 15 and 16 state 560.	The Applicant has noted this response. The proposed increase in vessel numbers was 624 in the Preliminary Environmental Information Report (PEIR). This is reduced to 580 following consultation and subsequent scheme changes.
Section 42 Consultation Response – Natural England, 6th August 2019.	Same text as used for Chapter 16 - so same errors have occurred.	The Applicant has noted this response and updated where relevant.
Section 42 Consultation Response – Natural England, 6th August 2019.	Natural England defers mainly to comments of CEFAS and EA on water quality issues.	The Applicant has noted this response.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	Whilst contaminant level do not reach level 2 there are still a lot of contaminates. What can be done to reduce them? Natural England would value a discussion with CEFAS and EA on this matter. Is there any risk to shellfisheries in the Wash or prey availability for designated site features? This is not considered here.	Following this response, the consideration of shellfish water as Protected Areas under the WFD is considered in the WFD Compliance Assessment found in Appendix 13.1 Water Framework Directive Compliance Assessment of the ES (document reference 6.4.12). Noted regarding suggestion for a discussion with Cefas and EA regarding contaminant levels.
Section 42 Consultation Response – Natural England, 6th August 2019.	Survey data from 2011 are 8 years old and therefore may not be true representatives of present day.	The most recent survey data which was collated in 2017 has been used to inform the baseline and the impact assessment relating to marine water and sediment quality.
Section 42 Consultation Response – Natural England, 6th August 2019.	Just because the site is classed as bad doesn't necessarily mean that adding more is okay. This needs to be discussed more.	This comment has been noted and the water body is allocated a higher sensitivity value as a result of the bad classification (i.e. moving towards being unable to accept additional pressures).

Table 10 Estuarine Processes Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	Impact of the planned wharf. Adding a new structure into the mudflat area has the ability to alter the dynamics of the river. This could increase erosion in some areas or affect accretion rates. This needs to be fully considered in understanding potential impact on intertidal habitats and mitigation requirements.	The tidal dynamics of the estuary would be changed by the operation of the wharf. However, the assessment shows that the effects on tidal currents are negligible and so the impact on erosion is also negligible. This is described in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	Increase in container vessels transiting the Haven and The Wash. Whilst it is stated that the increase in vessel movements will be a minor increase, this does not appear to appreciate the change in vessel type. It is anticipated that many of the movements will be smaller vessels, typically fishing boats, that will be smaller. It is essential that the impact of bigger vessels is clearly assessed. It is assumed that the wash from such vessels would be greater and the overall disturbance potentially greater. The potential impact must be based on vessel type and not simply vessel numbers.	The vessel sizes that will be entering and exiting The Haven will be no larger than the vessels already using the waterway. See Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) for more information.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Updated extreme sea level estimates, with a base date of 2018, are expected to be released in late August 2019 and therefore we would expect these to be used in further assessment work. We will be able to supply these to you, upon request, when they are released.	The Applicant has noted this response.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We request that the Environmental Impact Assessment provides additional clarity surrounding the possible role of surges and the risk that they have been excluded due to the emphasis on relative sea level rise using Intergovernmental Panel on Climate Change (IPCC) and Shennan *et al*. rather than the United Kingdom Climate Projections in 2018 (UKCP18) projections.	Following this response, information has been added to the baseline on storm surge heights in The Haven. See Section 16.6, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) for more information.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We also request further clarity in respect of the assessment of impacts related to ship wash, which assumes that the effects of wind waves over a year exceeds that of the worst case increase in ship wash over the same duration. This seems like a simplistic approach – would the potential erosion effects not be dictated by the shear stress of individual waves, such that less frequent but more energetic ship wash could far exceed the impacts of more frequent wind waves generating lower shear stresses? Further work is required for us to be confident in the assessment of magnitude and significance of the effect.	The assessment of this impact has been modified and described in more detail in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The increase in ship wash would result in an increase in erosion but the resultant impact on identified receptors is negligible.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 16.1 Supplementary Information to Estuarine Processes 6.1.1 The relative sea level (RSL) projections use the IPCC's global mean sea level (GMSL) projections for future sea-level rise combined with Shennan et al.'s (2012) regional estimates of vertical land motion (VLM). It is unlikely that this approach, using the IPCC's GMSL projections, are reflective of the future rates expected in Boston for the following reasons: GMSL is considered 'eustatic' and is the sea-level change that would result by distributing water evenly across a rigid, non-rotating planet. Thus, a globally uniform, eustatic, sea level has been adopted for the Boston sea level projections. This is problematic because sea level is highly variable spatially due to oceanographic, gravitational and rotational processes which cause local changes in the sea-surface topography independent of local VLM processes (e.g. Gehrels and Long, 2008). It is therefore unlikely that any location in the world reflects GMSL (unless by chance the numerous regional/local RSL components cancel one another out). IPCC's projections under the various representative concentration pathway (RCP) scenarios are derived from general circulation models (GCMs) of the global climate using a coarse grid but do not take into account local-scale (subgrid) processes. To connect the global-scale projections and regional climate dynamics requires 'downscaling' of the GCMs (e.g. Wolf et al., 20152). A linear rate of RSL has been assumed over the 50 year time period under	The IPCC 5th Assessment global sea-level rise estimates and Shennan are replaced in Appendix 16.1 Supplementary Information to Estuarine Processes of the ES (document reference 6.4.17) by the relative sea-level rise estimates of UKCP18 in Section 16.6, Chapter 16 Estuarine Processes of the ES (document 6.2.16).

Consultee and Date	Response	Where Consultation Comment is Addressed
	consideration. However, sea-level theory suggests future climate-related sea-level change is expected to be non-linear.	
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Appendix 16.1 Supplementary Information to Estuarine Processes The latest UKCP18 provides downscaled versions of the global projections which also includes regional mean sea-level, storm surge, extreme water level and wave climate projections and directly include the most recent and most plausible VLM estimates. These provide a more plausible context than the IPPC's global projections and should be used over the IPCC's global projections. Moreover, the impacts that RSL rise pose arise primarily from associated extreme water level events, so consideration of the UKCP18 extreme water level and wave climate projections is recommended. It is also recommended that the full confidence range, rather than just the median values, are considered. Finally, over the relatively short time periods considered for the Facility (50 years) interannual to multidecadal sea-level variability should be considered. The best information currently available on observed coastal sea level variability comes from tide gauge and bottom pressure data records that can be accessed from the Permanent Service for Mean Sea Level (http://www.psmsl.org/).	The assessment of future relative sea-level rise using IPCC 5th Assessment and Shennan has been replaced using UKCP18 data for the grid cell covering Boston and The Haven. See Section 16.6, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) for more information. Estimates based on medium emissions 50%ile and high emissions 95%ile are included to cover the worst -case scenario and the full high range of confidence. The inclusion of interannual and multi-decadal data is considered disproportionate to the requirements of the assessment and is not included. The full methodology is now included in the main text and has been removed from Appendix 16.1 Supplementary Information to Estuarine Processes of the ES (document reference 6.4.17). A new figure (Figure 16.6) (document reference 6.3.24) has been added.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Marine Management Organisation, 6th August 2019.	The MMO note that the following applications (MLA/2015/00052, MLP/2014/00239 and MLA/2011/00348) have taken samples within 600 metres (m) of the works, however please note that the most recent results are four years old and in line with OSPAR, new samples would be required.	Due to the large amount of data that was collected for the Boston Tidal Barrier EIA, as well as other available data as shown in Table 16-3, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) there is a good understanding of the existing estuarine processes environment at the Facility and its adjacent areas.
Section 42 Consultation Response – Marine Management Organisation, 6th August 2019.	The Preliminary Environmental Impact Report (PEIR) has assessed the impacts of increased vessel traffic (ship wash) on the wave regime and concluded that "… the increase in vessel traffic is unlikely to affect the intertidal mudflats and saltmarsh as the contribution of the overall erosion of these areas by locally-generated wind waves would significantly exceed the contribution from ship waves". Whilst the MMO agree that "The contribution of wind waves in terms of frequency is much higher", thereby providing a source of persistent pressure, the waves generated by ship wash are considered likely to result in increased erosion. In addition, the PEIR does not explicitly state that the 150% increase in vessel movements is the result of additional vessels of similar size and speed to the existing stock, which would have implications for the energy profile of the additional vessels. The MMO recommend that the impact of ship wash is assessed in greater detail within the Environmental Impact Assessment (EIA) and Environmental Statement (ES). Whilst this is not considered to have a major impact on physical and coastal processes within this already heavily modified site, it may have implications for habitats and/or flood defence.	Following this response, the assessment of this impact has been modified and described in more detail in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The increase in ship wash would result in an increase in erosion but the resultant impact on identified receptors is negligible. The vessel sizes that will be entering and exiting The Haven will be no larger than the vessels already using the waterway. The implications for habitats and/or flood defence are addressed in the relevant chapters dealing with those receptors.
Section 42 Consultation Response – Marine Management Organisation, 6th	The current preferred structure is a suspended concrete deck, constructed on approximately 300 driven piles. The impact of these structures on patterns of erosion and accretion have not been considered in the PEIR and should be quantitatively considered within the EIA and ES.	Following this response, Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) has been amended to cover this concern. The significance of the operational effects on

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
August 2019.		tidal currents and erosion/accretion patterns has not changed.
Section 42 Consultation Response – Marine Management Organisation, 6th August 2019.	There is the potential for an adverse synergistic impact to occur during the operational phase as a result of increased tidal velocities (due to the capital dredge and resultant increase in the tidal prism) and wave energy (due to increased vessel movements). Combined, these pressures have the potential to result in elevated rates of erosion. Whilst this would not be expected to have a significant adverse impact in what is an already heavily modified system. The MMO recommend that an assessment is included in the final CIA.	A new paragraph has been added to Section 16.11, Chapter 16 Estuarine Processes of the ES (document 6.2.16) to assess this potential interaction.
Section 42 Consultation Response – Marine Management Organisation, 6th August 2019.	Within the PEIR paragraphs 16.7.15 and 16.7.16 estimate the maintenance dredge volume at 1,643 cubic metres per year (m^3/yr). However, this is based on suspended sediment concentrations (SSC) of “less than 100 [milligrams per litre] (mg/l)”, whilst Table 16 9 presents baseline SSC ranging between 210-1,790 mg/l, with an average of 545 mg/l 1 metre above the bed. Consequently, the maintenance dredge is considered to be an underestimate. The capital and maintenance dredge volumes require clarification. The total capital dredge volume is reported as generating 140,000 to 150,000 m^3 of material (e.g., paragraphs 16.7.4 and 15.7.17 respectively). The MMO advise that evidence of a more robust calculation of both capital and maintenance dredge volumes would be expected within the EIA and ES.	Following this response, the discrepancy between baseline suspended sediment concentrations (SSC) and the SSC used to calculate maintenance dredge requirements is addressed in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The estimate of maintenance dredge volume has been increased in line with the baseline values of SSC. The capital dredge volume has been modified using the wharf dimensions and geometry and the bathymetry captured by the drone survey and echosounder survey.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	Coastal Processes didn't fully consider the impacts from coastal erosion of having the facility there changing habitats and water flow.	Water flow would be changed by the operation of the wharf. However, the assessment shows that the effects on tidal currents are negligible and so the impact on erosion and any potential to change habitats is also negligible. This is described in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	The non-technical summary and HRA quote increase of 624 vessels but Chapter 15 and 16 state 560.	Following this response, the proposed number of vessels using The Haven has been updated to be 580 per year with the Facility operational.
Section 42 Consultation Response – Natural England, 6th August 2019.	There are lots of statements within this chapter with limited supporting evidence.	The Applicant has noted this response.
Section 42 Consultation Response – Natural England, 6th August 2019.	The Wash group is more commonly known as The Wash European Marine Site (EMS).	Following this response, The Wash group has been changed to The Wash EMS throughout Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	Natural England disagrees that Suspended Sediment Concentrations (SSC) and Bed levelling will have 'no impact' to the natural environment.	Following this response, the no impact significance for SSC is assigned to the two receptors specifically related to estuarine processes. With respect to these receptors there is no impact because the designated features are related to sediment on the bed not in the water column. There is an effect (i.e. change) to the

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		concentration of sediment in the water column but this does not manifest itself as an impact from an estuarine processes perspective. Impacts to natural environment receptors defined in other chapters are addressed in Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15) and Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). The bed level impact has been modified to negligible (as identified in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16)).
Section 42 Consultation Response – Natural England, 6th August 2019.	Operational Impact – there is insufficient evidence provided to demonstrate that the presence of a fixed structure will not change water flows and velocity and impact of surrounding habitats up and down stream. In addition, additional ship wash effects is based on professional judgement and would be useful to have evidence to support that judgement.	Water flow and velocity would be changed by the operation of the wharf. However, the assessment shows that the effects on tidal currents are negligible and so the impact on upstream and downstream habitats is also **negligible**. This is described in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The assessment of ship wash impact has been modified and described in more detail in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The increase in ship wash would result in an increase in erosion but the resultant impact on identified

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		receptors is **negligible**.
Section 42 Consultation Response – Natural England, 6th August 2019.	NE advises that not only is bed level considered but also sediment supply to habitats of conservation importance.	Following this response, sediment supply is now referred to in the example Source-Pathway-Receptor conceptual model in Section 16.4, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	Information sources are not directly relevant to the specific works and the age of the data is greater than would be considered appropriate for an EIA assessment.	All the data highlighted in Table 16-3, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) is relevant to the specific works. The bathymetry and topography are at the site or adjacent to it. The sediment data (surface and sub-surface) is not site specific but was collected from areas nearby and given the homogeneous nature of the mudflats (spatially and vertically and from a particle size perspective) is relevant for use in this assessment. With respect to age, this is related to sediment quality and is addressed in Chapter 15 Marine Water and Sediment Quality of the ES (document reference 6.2.15).
Section 42 Consultation Response – Natural England, 6th August 2019.	Due to the proximity of the tidal barrier the applicant doesn't believe that new surveys are required. However, it is Natural England view that insufficient evidence has been demonstrated to show that the data is fit for purpose for this project. Especially in an estuarine environment that is dynamic.	All the data is fit for purpose. The bathymetry and topography are at the site or adjacent to it. The sediment data (surface and sub-surface) is not site specific but was collected from areas

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		nearby and given the homogeneous nature of the mudflats (spatially and vertically and from a particle size perspective and regardless of dynamism) is relevant for use in this assessment. Hence, no new surveys were recommended as there was a sufficient evidence base.
Section 42 Consultation Response – Natural England, 6th August 2019.	Wash heights are important when considering wash. We would like to see the expert geomorphological assessment.	Following this response, Section 16.5, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) provides a statement indicating the method adopted to estimate baseline wave heights (expert geomorphological assessment - (EGA)). The actual estimate based on EGA is less than 0.1 m and the method and supporting evidence is discussed further in Section 16.6, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	Would be helpful to see evidence supporting the assessment that the natural wave heights are 0.1 m.	Following this response, further evidence for significant wave heights less than 0.1 m is provided in Section 16.6, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	As previously advised for the Boston Barrier works NE would welcome sediment staying within the system rather than being removed. Consideration there some be given to beneficial use of the sediment and/or disposal.	With respect to estuarine processes impacts the assessment is based on the Facility design (i.e. sediment removed by capital dredging is lost from the estuarine system as it is placed on land; and maintenance dredging material is used in the manufacture of aggregate within the Facility).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	A 68% increase in the tidal prism is not insignificant and the implications on coastal processes and erosion need further consideration. Any loss of supporting habitat for SPA features also needs to be reviewed.	In terms of a local change to the tidal prism in front of the Facility, the change is relatively large. However, in terms of an estuary wide change it is very small (less than 2 % of The Haven's tidal prism). So, the downstream effects of such a small change both on discharge and erosion/accretion would be insignificant, as the effect is cumulative from upstream to downstream (Regime Theory). This is explained in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	32,850 m^2 dredge of the berth area is also not insignificant given the width of the Haven.	The driving force behind any changes to discharge and, in turn, erosion/accretion is tidal prism. Hence, the area of the dredged berth area is not relevant to the estuarine processes assessment.
Section 42 Consultation Response – Natural England, 6th August 2019.	150% increase in vessel movement in the Haven is also not insignificant and could lead to increased erosion.	The assessment of this impact has been modified and described in more detail in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The increase in ship wash would result in an increase in erosion but the resultant impact on identified receptors is **negligible**.
Section 42 Consultation Response – Natural England, 6th August 2019.	140,000 m^3 is a large capital dredge especially in this area of the Haven.	In terms of a local change to the geometry and hence the tidal prism in front of the facility, the change is relatively large. However, in terms of an estuary wide change it is very small (less than 2 % of The Haven's tidal prism). So, the

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		downstream effects of such a small change both on discharge and erosion/accretion would be insignificant, as the effect is cumulative from upstream to downstream (Regime Theory). This is explained in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	There is insufficient evidence presented for NE to agree with this section that the impacts are not significant.	The local changes to the tidal prism have been quantified based on the capital dredge requirements and the existing bathymetry. This estimate is then compared to the tidal prism of The Haven. This is explained in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16)). The quantified result indicates that the change to tidal prism of The Haven is less 2 %. This means that any resulting downstream changes in discharge will be small and insignificant as will any resulting changes to erosion/accretion patterns. Hence, the conclusion that changes to the tidal current velocities due to the operation of the Facility are **negligible** remains valid.
Section 42 Consultation Response – Natural England, 6th August 2019.	Impact 3: Ship Wash – it is stated that the annual wave effect exceeds ship wash. However, the point is that this is in additional to the natural wave impact. It is not sufficient to say the ship wash is less so not an issue.	Following this response, the assessment of this impact has been modified and described in more detail in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). The increase in ship wash would result in an

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		increase in erosion but the resultant impact on identified receptors is negligible.
Section 42 Consultation Response – Natural England, 6th August 2019.	Missing EA maintenance work over the lifetime of the project as well as for construction. Boston Harbour dredge has not been included.	By maintenance work, from an estuarine processes perspective this is maintenance dredging, which has been assessed in Section 16.7, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	NE is concerned that two negligible have been found to be negligible without evidence present to demonstrate what is effectively professional judgement.	Following this response, justification for this conclusion is provided in Section 16.9, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Natural England, 6th August 2019.	The proposal must not undermine the Wash nature conservation designation.	Following this response, The Wash EMS is one of the receptors assessed in Chapter 16 Estuarine Processes of the ES (document reference 6.2.16). Table 16-21, Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) provides a summary of the potential impacts on estuarine processes at the EMS and they are assessed as either no impact or negligible impact.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	The proposal must not undermine the Wash nature conservation designation.	
Marine Management Organisation, September 2020.	The MMO would like to highlight that whilst a reduction in the use of vehicles is generally positive, any application should contain a robust consideration of the impacts of the construction of the early part of the wharf. This should include, but should not be limited to, the implications of	The Applicant has noted this response. The assessment has taken into account changes in timing and vessel numbers in comparison to the assessment completed for the PEIR.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	the additional period of construction and changed timing of works, levels of vessel traffic and impacts to coastal processes.	

Table 11 Marine and Coastal Ecology Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	The proposal must not undermine the Wash nature conservation designation.	Following this response, impacts on designated features are addressed in Appendix 17.1 Habitat Regulations Assessment of the ES (document reference 6.4.18).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	In Section 17.6.21 and the 2017 infauna data (see additional EA data available below), it may be worthwhile highlighting which benthic species are important prey items for birds (if any) to support the understanding of potential bird feeding activity.	Following this response, the impact on prey species is addressed through the removal of habitat and associated species during dredging and also through the beaching of vessels on the intertidal during operation.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We would advise that smelt, eels, and lamprey (as mentioned in 17.6.30 – 17.6.40) could be affected during dredging for construction, maintenance and lightweight aggregate production. Eels Regulations would apply to any pumping related to dredging, for example suction dredging, which would require pumps to be screened. This applies to construction, maintenance and operation activities and needs to be assessed in detail, with a suitable programme and method statement proposed to avoid impacts to eels.	It is expected that dredging would be undertaken using a mechanical dredge and therefore suction screens are not required.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We look forward to reviewing the Project Environmental Management Plan (PEMP) mentioned in Section 17.7.5. Will this be included in the Environmental Statement?	Following this response, a CoCP will be produced post-construction and as agreed with the regulators. As part of this ES application an OCoCP has been provided (document reference 7.1).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	In Table 17-9 invasive species would be an impact not a receptor. Maintenance dredging would not only increase suspended sediment but also cause direct disturbance of the benthic communities present.	Following this response, this reference has been corrected in Table 17-9, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). With regard to the comment on

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
		maintenance dredging – agreed. To account for a worst-case scenario, the loss of the benthic species during operation has been included in the loss during construction; as the area of loss will not increase between the two phases. This is because during operation vessels will be beached on the intertidal so this initial loss for the area of beaching is considered as permanent loss even though there will be times when it is still exposed when there are no vessels but species are not expected to recolonise this area successfully due to the beaching of the vessels.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Sections 17.8.14 to 17.8.18 describe the quantity of material being removed and loss of saltmarsh and mudflat habitat. We can provide a more accurate estimation of saltmarsh extent within The Haven by providing the latest mapped extent based on aerial imagery. There will be loss of intertidal habitat (mudflats and saltmarsh) through construction of the wharf and increased boat wash during operation. Mitigation is not outlined here but should be included in the Environmental Impact Assessment. The PEIR seems to suggest that because there is plenty of other intertidal habitat, the impact is low, but any permanent loss of this habitat requires mitigation in its own right (Natural Environment and Rural Communities Act 2006 & South East Lincolnshire Local Plan, Policy 28: The Natural Environment).	Following this response, the loss of saltmarsh and mudflat will be assessed using the latest aerial imagery and discussed with the relevant consultees. A biodiversity metric calculation will be completed to determine the requirement for net gain, this will be included within the final LEMS, as secured in the DCO.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	The 2015 Water Framework Directive (WFD) classification for ecological elements in The Haven (Witham) was Moderate and in 2016 had decreased to Bad (source: EA Catchment Data Explorer). Is there anywhere in the Witham (The Haven) or adjoining WFD Water Bodies where the BAEF project could support the regeneration, restoration of 'higher value' saltmarsh in another location to compensate for that lost	Following this response, possible locations for saltmarsh restoration are being investigated as part of the mitigation package.

Consultee and Date	Response	Where Consultation Comment is Addressed
	during the construction of the wharf and help prevent further deterioration in ecological status (Section 17.8.24)?	
Section 42 Consultation Response – Environment Agency, 6th August 2019.	To support the expert-based assessment regarding the sediment plume in Section 17.8.27, in-situ turbidity monitoring has been used by us to monitor levels during dredging activity and scour protection work for both the Ipswich and Boston tidal barrier projects. Has this been considered as a mitigation measure for this project?	As the dredging is mostly carried out from land-based plant and will be undertaken with a mechanical dredge the sediment plume is considered to be minimal. The assessment undertaken in Chapter 16 Estuarine Processes of the ES (document reference 6.2.16) provides justification for this decision. Given that the turbidity levels within The Haven are relatively high it is not expected that the turbidity generated by this activity will have a significant effect.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	In Sections 17.8.45 to 17.8.51 the impacts on benthic communities do not appear to mention direct losses due to capital and maintenance dredging. Although a smaller impact area when compared to potential sediment plume smothering, loss of communities should be acknowledged and considered here.	Following this response, impacts of loss of habitat and associated species are considered in Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Environment Agency, 6th August 2019.	In Section 17.8.93 ship ballast water has been given appropriate consideration with reference to the IMO Ballast Waters Convention, however there is no mention of hull fouling. Chapter 5 (specifically 5.5.6 and 5.5.21) states that approximately 624 ships (12 per week) will be required per year once the BAEF is fully operational and that these are likely to be coming from various locations in the UK (Leith, Grimsby and Tilbury). This presents a significant increased biosecurity risk with regards to hull fouling in particular, identified as one of the top 5 pathways facilitating the introduction and spread of non-native species by the GB Non-Native Species Secretariat Comprehensive Pathway Analysis Report, 2019	Hull fouling has been included as a potential risk. A biosecurity plan will be part of the Navigation Management Plan (NMP), as secured as a requirement of the DCO, to raise awareness of the potential issues and to ensure that any risk reduction measures are taken forward..

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	(available online from: http://www.nonnativespecies.org/index.cfm?sectionid=59). If the source ports are frequented by international shipping (e.g. Humber and Thames) BAEF vessels will be exposed to potential new non-native species arrivals and this presents a significant risk that new species will be spread to The Haven. Also a population of Rangia cuneata (Gulf Wedge clams) has been found in a 10 km reach of the South Forty Foot Drain. Currently this is the only known location of this species in UK waters. What measures will be taken to mitigate the spread of non-natives species either in to or out of the Witham?	
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Additionally, we encourage the consideration of measures to implement biodiversity and environmental net gain through the project. Although it is not the Government's intention to make this compulsory for Nationally Significant Infrastructure Projects, the National Planning Policy Framework (NPPF), paragraph 170, requires planning decisions to enhance the natural and local environment by providing net gains for biodiversity and paragraph 118 encourages achieving net environmental gains to make effective use of land. Policies in the NPPF are also relevant to DCO decisions.	Following this response, a biodiversity net gain calculation is being carried out and mitigation measures are being discussed with relevant stakeholders to enable a net gain to be achieved. This will be included within the final LEMS, as secured in the DCO.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Additional data available: We hold additional data, which may be of use in your assessment, for the following: 1. Fish surveys continue for the Boston Tidal Barrier project and more recent data is available from the 2017 to 2019 surveys (EA Report T. Consol, 2019 in draft) which is relevant for Chapter 17 Section 17.8.75. The data includes 128 Smelt (Osmerus eperlanus) caught in early May, 2019 which is the highest number seen to date. 2. The subtidal benthic infauna (10 x 0.1 m^2 Day Grab sites) data referred to in Newton (2017) is now available on request from the EA.	This data was requested from and provided by the EA. The results of the data has been incorporated into this chapter, where relevant.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Need a DML condition for monitoring.	The Applicant has noted this response. Following this comment the DML has been updated including a reference to monitoring measures.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	Eastern IFCA consider that the potential for cumulative impacts from the Project and nearby industrial sources should be fully considered. The combined effects of airbourne emissions from different sources and discharges (e.g. washing out of clay delivery vessels, release of sodium hydroxide-dosed water) into the river (Haven) and into The Wash should be set out for consideration. Also the combined effect of restrictions to navigation from the Boston Barrier (when operating) and the Project requires consideration in the navigation risk assessment.	Airborne emissions have been assessed within Chapter 14 Air Quality of the ES (document reference 6.2.14) and potential impacts of these on marine and coastal ecology is covered under Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). Navigation impacts have been addressed in Chapter 18 Navigational Issues of the ES (document reference 6.2.18).
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	Similarly, impacts on seabed habitats from the Project's increased shipping through The Wash and North Norfolk Coast SAC should be considered alongside existing activities that could impact the same habitats.	Following this response, consideration of impacts on marine and coastal ecological receptors from shipping levels is included within Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). This is compared against existing shipping levels.
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	The Non-Technical summary reported that "potential impacts from increased emissions to air and deposits on marine and estuarine habitats will be assessed when results of the air quality assessment are available". Eastern IFCA query when such potential impacts on marine and estuarine habitats, including shellfish beds in The Wash, will be considered. Mussel and cockle beds are an economic resource for local inshore fishermen as well as being attributes of the intertidal mudflats and sandflats feature of The Wash and North Norfolk Coast Special Area of Conservation. If impacts on shellfish habitats are anticipated, consideration must be given to potential impacts on the food chain as well as on biodiversity.	Airborne emissions have been assessed within Chapter 14 Air Quality of the ES (document reference 6.2.14) and potential impacts of these on marine and coastal ecology is covered under Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	Furthermore, Eastern IFCA highlighted in previous engagement (May 2019) the potential for subtidal habitats of The Wash & North Norfolk Coast Special Area of Conservation to be impacted by the increased level of anchoring associated with the Project. This has not been reflected in the Non-Technical Summary document. Eastern IFCA is currently expanding the extent of areas it has closed to towed demersal fishing in this SAC in order to protect habitats that are sensitive to abrasion and penetration – for further information, please see: https://www.eastern-ifca.gov.uk/wp-content/uploads/2019/09/2019_09_Management_measures_development_tracker.pdf. We suggest that this consideration needs to be raised with Natural England, the statutory conservation advisor.	Anchoring would only be within existing anchoring zones.
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	Eastern IFCA welcome the detailed consideration given to potential impacts from the Project on fish populations in The Haven. We urge that best practice is followed to minimise impacts from underwater noise through appropriate timing of construction works. We also query whether noise reduction measures such as the use of bubble curtains, could be beneficial to further reduce impacts.	Following this response, a full assessment of underwater noise impacts to fish species has been undertaken in Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) including proposed mitigation measures.
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	The Project would result in a significant increase in the number of large vessels using The Haven (up to 624 additional vessel movements per year). These vessels will be required to turn in the Haven, either inside the Wet Dock or at the Knuckle (turning point) outside the Wet Dock. This increase in vessel activity in The Haven could impact on navigation of fishing vessels between The Wash (fishing grounds) and the London Road quay (fishing vessel moorings). Eastern IFCA acknowledge that the Project team have been liaising with representatives of Boston fishermen; we urge that this dialogue is continued with suitable frequency.	Following this response, a navigation assessment has been undertaken to consider impacts on other users, with the findings being reported in Chapter 18 Navigational Issues of the ES (document reference 6.2.18).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Eastern Inshore Fisheries and Conservation Authority, 6th August 2019.	The Wash supports shellfish production areas and has been highlighted in the East Marine Plan as an optimum potential aquaculture area. Eastern IFCA seeks assurance that these shellfish production areas (as well as the naturally-occurring cockle and mussel beds in The Wash) will not be adversely affected by the "potential impacts from increased emissions to air and deposits on marine and estuarine habitats" noted in the Non-Technical Summary.	Following this response, impacts of aerial deposition on marine and coastal habitats have been assessed within Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) for the construction and operation phases.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Loss of Priority Habitats LWT has noted that there will be permanent loss of intertidal mudflat and saltmarsh, both of which are listed as priority habitats of principal importance for the conservation of biodiversity under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. There is currently no planned compensatory habitat or mitigation measure associated with this loss. We would query whether the Haven could be functionally linked to The Wash SPA, with bird species using it for a variety of reasons to compliment habitat in The Wash. We would like to see compensatory habitat created as close to the site as possible.	Following this response, loss of habitat has been considered in the impact assessments and a biodiversity calculation undertaken to investigate the needs for mitigation. A mitigation package is being drawn up to address the habitat losses.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	We support mitigation measures detailed within Chapter 12 – Terrestrial Ecology and Chapter 17 - Marine and Coastal Ecology and outlined in table 24.1 Summary of PEIR Topic Impacts in Chapter 25 (Non-Technical Summary). Mitigation measures should address any impacts related to findings of further surveys planned for protected species. We would like to understand what the 'embedded mitigation' mentioned in the various chapters relates to in practice. Will details of mitigation be defined and included within the Construction Environmental Management Plan? We consider that this information should be reviewed by the conservation organisations, including Lincolnshire Wildlife Trust, before these are signed off. In particular, our marine specialist would like to have the opportunity to review mitigation measures associated with underwater noise piling and increased shipping on marine mammals when these are available and before they are signed off.	Following this response, a full assessment of underwater noise impacts to marine mammals has been undertaken in Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) including proposed mitigation measures.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	The incident / emergency response plan. This should detail what actions will be taken to ensure protection of terrestrial, freshwater and marine habitats and species in various incident and emergency scenarios. We consider that this should be reviewed by the conservation organisations, including Lincolnshire Wildlife Trust, before these are signed off.	Following this response, an incident/emergency response plan will be prepared prior to construction commencing. This will be developed in consultation with relevant conservation organisations.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Otter is a species designated as part of the SAC but is not mentioned specifically in the Marine & Coastal Ecology chapter. The Terrestrial Ecology chapter recognises they may use the tidal River Witham for commuting in the wider area. Further surveys and considerations for otter in Chapter 12 should include assessment as a designated species associated with the SAC.	Following this response, considerations regarding otter as a designated species associated with the SAC are included within Chapter 12 Terrestrial Ecology of the ES (document reference 6.2.12).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	There is no recognition of the potential impact or importance of the loss of habitat and disturbance to birds using the tidal haven from The Wash. This should be assessed. Removal of potential bird nesting sites is mentioned in the table of impacts in table 12.12 of Chapter 12. No replacement bird nesting habitat on the site is suggested. Habitat should be replaced and enhanced on site as mitigation for this loss.	Following this response, this has been considered in terms of vessel numbers and potential for increased disturbance and the mitigation package is seeking to address the impacts predicted.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Marine mammal assessment Chapter 17 (p 59 onwards): It is stated that the haven is not likely to be a key route for harbour seal, and they are likely to remain in The Wash. Please could you clarify what evidence is available to support this and if any monitoring been undertaken? In undertaking the noise impact assessment on harbour seal, assessment uses injury/Permanent Threshold Shift (PTS) criteria from Collet and Mason (2014). The advice from Statutory Nature Conservation Bodies (SNCBs) to offshore wind farm developers when undertaking noise impact assessment is to use the criteria outlined below. Could you clarify why the NFMS (2016) thresholds have not been used in the assessment?	Following this response, the assessment of impacts to marine mammals has been updated to include consideration of harbour seal within The Haven. The underwater noise assessment has been updated to show potential impacts under the NMFS (2018) thresholds. See Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	NMFS (National Marine Fisheries Service) (2016); Technical guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing: Underwater Acoustic Thresholds for Onset of Permanent and Temporary Threshold Shifts. U.S. Dept of Commer, NOAA. NOAA Technical Memorandum NMFS-OPR-55, 178 p.	
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	Increase in vessel / traffic movement. It would be useful to understand in more detail, how the assessment of the impact of increased vessel movements on harbour seal within The Wash has been considered. Please could this be provided to our marine specialist?	Following this response, the potential for impact to harbour seals as a result of an increase in vessel movement has been updated within Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	In line with paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) and Policy 28 (para 3) and Policy 31 (para 5) of the South East Lincolnshire Local Plan, biodiversity net gain requires developers to ensure existing habitats are assessed for wildlife benefit and left in a measurably better condition than they were before the development took place. The existing habitat and its condition should be assessed as part of this development. It should be clearly demonstrated how biodiversity will be improved, delivered and managed beyond the construction phase. It should include habitat creation, sowing and planting of native species of known benefit to wildlife, creation of green corridors and habitat linkages through and beyond the site and wildlife friendly margins. We would like to see how this has been incorporated within the plans."	A biodiversity net gain calculation has been undertaken and the need for habitat has been considered in the mitigation package, which will be provided within the final LEMS, as secured in the DCO.
Section 42 Consultation Response – Natural England, 6th August 2019.	One of our key messages at the meeting was the lack of bird data and the age of the historical data that is available (for Boston Barrier project i.e. from 2010). In table 17.2 it is stated that data from the BTO has been purchased to provide information on the birds. The Haven is covered by 4 BTO areas one further upstream South Forty Foot Drain (the urban side of Boston); one near to the site known as Slippery Gowt Pits and two at Frampton. It should be noted that the closest one (Slippery Gowt Pits) provides data between 2001 and 2006 (which is 13 years old) (page 39). It also shows a real reduction in bird numbers in 2005 and 2006 which is not	Following this response, bird data has been collected for the site to include overwintering bird counts, breeding bird counts and bird disturbance at the mouth of The Haven.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	explained. Natural England has concerns with the reliance on data which is 13 years old. At the meeting we did suggest that 2 visits per month between February until the submission of the ES should be undertaken. The data for Frampton is more recent 2012 to 2017 but is a distance from the site and may only be relevant to consider bird disturbance from increased vessel movements when the site is operational. One point to note is that the BTO bird surveys do not cover the same time window so it is difficult to understand bird usage. We have recently received an Ecological Clerk of Works report from the Environment Agency (EA) focusing on the geotechnical works along the Haven in February-March this year which summarises bird activity during various samplings. The report notes, for example, bird hotspots (one is further to the south of the site and also one on the other side of the channel opposite the development). It also notes the activities that caused bird disturbance was people on the embankment and also large vessels moving up the channel. It may be possible for the Boston AEF to have access to this document from the EA.	
Section 42 Consultation Response – Natural England, 6th August 2019.	We note that information on birds likely to use The Haven has been included in this chapter (page 37-38) i.e. Dark bellied Brent goose, Shelduck, Lapwing, Dunlin, Black-tailed Godwit, Redshank, Turnstone however there appears to be no actual survey data to support this. The 2010 Boston Barrier Bird report which was based on surveys between January and March 2010 is referenced which would not constitute a full winter-bird survey.	Following this response, bird data has been collected for the site to include overwintering bird counts, breeding bird counts and bird disturbance at the mouth of The Haven.
Section 42 Consultation Response – Natural England, 6th August 2019.	At paragraph 17.8.58 it is noted that noise disturbance under 50dBH is unlikely to cause a response but over 70dBH would be expected to result in disturbance to water birds. As yet we do not know how loud construction and operational noise will be but it is likely that it will exceed the 70dBH.	Following this response, the section on bird disturbance has incorporated data on recent Environment Agency monitoring of noisy activities in The Haven and the results taken into consideration in the chapter update.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	The terrestrial ecology section refers to 0.4ha of saltmarsh and 0.8ha of mudflats lost during construction – they have listed this as a minor adverse impact as it is only a BAP habitat at this location and not part of the designated area. It has been assessed as being in poor condition although it identified 18 species which is actually quite species-rich for The Wash. It is explained that once construction is finished there will be an opportunity for some saltmarsh/ mudflats to naturally re-establish but this is likely to be restricted in area. The report notes that the boats will be grounded on the mudflats during low tide until the tide floods when the vessels will be able to leave the Facility which will re-suspend sediments and also cause ongoing permanent damage so it would seem uncertain on how much natural post-construction recovery could be achieved. The loss of saltmarsh / mudflat could potentially be an issue for bird feeding / resting areas. The report notes that the erosion of the saltmarsh along the channel is down to wind wave action rather than boat waves. This is recognised as a moderate adverse impact. However this is a permanent loss of habitat and (approx. 2%) which should be compensated for and we would like to discuss further the potential for mitigating for this loss of saltmarsh/mudflat habitat.	Following this response, the habitat loss for saltmarsh and mudflat is calculated in the construction impacts section of Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) and a biodiversity metric produced to assess the requirement for habitat mitigation.
Section 42 Consultation Response – Natural England, 6th August 2019.	Harbour Seals are considered within the report and we note that the data from our 2017 aerial survey is used and the shipping channel in relation to Harbour Seal use is shown at Figures 17.1 and 17.2. The report notes that seals are unlikely to haul out in the vicinity of the facility, but also assesses likelihood of boat collisions which they note could be a worst case scenario of 5-10% increase in collision which represents 1.7-3.3 Seals. Boat numbers arriving and leaving on The Haven will increase from 400/year to approximately 1024/year due to the operation of the Facility. It is noted in conclusion, although the increased vessel activity will be significant, the operational phase is not considered to have a significant impact because seals using areas close to existing vessel routes are expected to be habituated to vessel presence. The magnitude of the impact is therefore considered to be low.	The Applicant has noted this response.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	We acknowledge that issues relating to the freeing up of sediment from the dredging process both during construction and ongoing maintenance around the wharf have been assessed including the impacts associated with suspended sediments, increased turbidity, and potential mobilisation of heavy metals / contaminants including hydrocarbons.	The Applicant has noted this response.
Section 42 Consultation Response – Natural England, 6th August 2019.	We note that no impacts to SAC/ SPA from air pollution deposition from the actual plant are identified (chapter 14 page 42) it notes that the maximum predicted NOx, SO2, NH3 and HF concentrations were below the relevant Critical Levels at The Wash and North Norfolk Coast SAC and The Wash SPA designated ecological sites. However PC values were predicted to be above the NOx 24-hour and the HF weekly mean Critical Level values at the Havenside LNR. The PC values represent the maximum pollutant concentrations from the process stacks and marine vessels combined to provide a conservative scenario.	Following this response, impacts from aerial deposition on marine and coastal habitats during the construction and operation phases have been included within Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17).
Section 42 Consultation Response – Natural England, 6th August 2019.	We consider that the mitigation measures given for much of the proposed works could be improved. We would like to discuss a list of measures that would need to be considered for when working on / near The Wash.	A mitigation package is currently under discussion which will consider these measures.
Section 42 Consultation Response – Natural England, 6th August 2019.	We note that underwater noise and the need for, and nature of, mitigation measures will be considered when the impact assessment is further progressed and the potential for underwater noise generation is better understood. We would like to see this additional information when it is provided and have also commented on this in our HRA comments.	Following this response, an assessment of the potential for underwater noise impacts on marine mammals has been updated. See Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) including proposed mitigation measures.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** The government has recently announced that it will mandate net gains for biodiversity on new developments in England to deliver an overall increase in biodiversity. Furthermore net gain is referenced in the new NPPF, and is included within the government's 25 year plan "A Green Future". Natural	The net gain approach has been followed for this project for losses to mudflat and saltmarsh habitat for this section and for the terrestrial section. Details will be provided within the final LEMS, as secured in the DCO.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	England therefore recommends that the applicants follow the net gain approach and take the opportunity within this proposal to demonstrate a net gain in biodiversity. Biodiversity net gain is a demonstrable gain in biodiversity assets as a result of a development project that may or may not cause biodiversity loss, but where the final output is an overall net gain. Net gain outcomes can be achieved both on and/or off the development site and should be embedded into the development process at the earliest stages. New Metrics for calculating the amount of biodiversity required to achieve net gain have recently been issued by Defra including a calculating tool which you may wish to consider: http://nepubprod.appspot.com/publication/5850908674228224). The advantage of using a recognised metric to deliver net gain is that it provides a clear, transparent and evidence-based approach to assessing a project's biodiversity impacts that can assist with "derisking" a development through the planning process and contribute to wider place-making. Natural England would be happy to advise further on this approach.	
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** 25 years is given for operational impacts, but some elements are not going to be decommissioned so permanent habitat loss.	Permanent habitat loss is assessed for the wharf area for the marine and coastal aspects.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** The non-technical summary and HRA quote increase of 624 vessels but Chapter 15 and 16 state 560.	Following this response, increase in vessels is now updated to 580 per year during operation.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** The Wash group is more commonly known as The Wash European Marine Site (EMS).	The Applicant has noted this response.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** 300 driven piles are likely to result in under water noise impacts unless undertaken at low tide and/or vibration installation is used as mitigation. This would need to be a condition of any Deemed Marine Licence (DML). This is due to noise to marine mammals so out of context here. The excavation of 140,000m^3 is not a small amount and will result in permanent loss of habitat and cause indirect impacts to the surrounding habitats. This needs to be considered further.	Following this response, assessment of the potential for underwater noise impacts on marine mammals has been updated. See Section 17.8, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) including proposed mitigation measures.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** 32,850m^2 dredge of the berth area is also not insignificant given the width of the Haven. 150% increase in vessel movement in the Haven is also not insignificant and could lead to increased erosion. 140,000m^3 is a large capital dredge especially in this area of the Haven.	The Applicant has noted this response. The dredge area is considered in the habitat loss calculation.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Missing EA maintenance work over the life time of the project as well as for construction. Boston Harbour dredge has not been included.	These have been added to the assessment of possible in-combination impacts.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Whilst contaminant level do not reach level 2 there are still a lot of contaminates. What can be done to reduce them? Natural England would value a discussion with CEFAS and EA on this matter. Is there any risk to shellfisheries in the Wash or prey availability for designated site features?	Dredging with a mechanical dredge is a recognised method that reduces mobilisation of contaminants. In addition, not placing the material back into the system but using it on land for the lightweight aggregate production further

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	This is not considered here.	reduces any mobilisation of contaminants.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Contamination of prey for wader and ducks not considered.	The mobilisation of contaminants as discussed above would include potential impacts on prey items.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Unable to agree with some of the HRA conclusions because there is not an adequate baseline provided especially in relation to Birds. The assessment only considered impacts from boat movements and not impacts to functionally linked land.	Following this response, additional bird count data has been collected to inform the ES and determine the importance as functionally linked land.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Natural England is surprised that some bird species are scoped in when there is no record of them in this area e.g. Little Tern. Likewise there are some impact pathways identified that with more consideration of the impacts could have been scoped out for example boat traffic and reefs.	Following this response, Terns are scoped out of the assessment.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** No evidence provided to demonstrate that the project area is not functionally linked land used by designated features. Please note that features are protected outside of designated sites. Please note that Marine Mammals don't just get impacted by vessel movements but also piling and underwater noise. Even impact to one seal could result in either death or injury.	The assessment of impacts to harbour seal (as part The Wash and North Norfolk Coast SAC) has been updated to include the potential for effects at the Facility site, including an assessment of underwater noise from piling and dredging activities.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Impacts from loss of potentially functionally linked land not considered.	Following this response, this is included in the assessment of habitat loss.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** 624 vessels is inconsistent with the numbers quoted in chapters 15 and 16.	Following this response, now updated to 580 vessels.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Discord between HRA and Chapters. Inconsistency with chapter that the port of Boston Dredge has been included in HRA but excluded from discussions in chapter. There is no evidence presented to support the conclusion about in-combination impacts.	Following this response, both now included in both sections.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Do not agree with statement as habitat adjacent to site not considered.	Following this response, habitat adjacent to the site is included in the assessment.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Natural England agrees that vessel disturbance can be minimised so that it is no AEOI. However, we advise that best practice is followed that we are happy to discuss further under DAS about.	Following this response, mitigation measures to reduce potential impact of vessel disturbance will be implemented. See Appendix 17.1 Habitat Regulations Assessment of the ES (document reference 6.4.18) for more information.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Construction phase doesn't consider underwater noise.	An assessment of the potential for effect within the construction phase (due to underwater noise associated with piling and dredging activities) has been included in Section A17.6 of Appendix 17.1 Habitat Regulations Assessment of the ES (document reference 6.4.18).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Loss of supporting habitat not considered. Impacts to prey not considered. Some species of bird screen in, but not justification provided as to why.	Following this response, an updated assessment includes loss of habitat and sensitive species of birds.
Section 42 Consultation Response – Natural England, 6th August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Why has same LSE for SPA as SAC been identified?	Following this response, the assessment in the ES has included the loss of habitat as used by birds.
Section 42 Consultation Response – Royal Society for the Protection of Birds (RSPB), August 2019.	The Haven as a winter refuge for The Wash SPA features. During cold weather birds can be forced off The Wash to more sheltered areas. This includes the Haven. It is not clear that the data presented has assessed the relative importance of the Haven and application area during these periods of cold weather and the potential impact that displacement from the application area could have to SPA populations relying on these alternative areas to safely feed and roost. This issue is critical, as no mitigation is proposed for the loss of the mudflat to provide alternative feeding or roosting areas.	The Applicant has noted this response. The importance of The Haven during periods of cold weather is considered within the assessment in Section 17.8 of Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17). The loss of saltmarsh and mudflat has been included in the biodiversity losses calculation and is being included in the mitigation package. Details will be provided within the final LEMS, as secured in the DCO.
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	Bird distribution variability along the Haven. It appears that WeBS data have been used to determine potential impacts from the proposal. It does not appear from Figure 17.3 that any WeBS units cover the application area and therefore there does not appear to be an accurate assessment of species distribution along the Haven. Species will aggregate differently depending on habitat, prey availability and factors such as disturbance. Sufficient information must be presented to understand the importance of the intertidal habitat to be directly impacted by the proposal, as well as areas that will be exposed to increased disturbance around the planned wharf area. Greater information must be presented to demonstrate that the	Following this response, information has been provided on specific count information collated since the PEIR.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	application site and its impact on adjacent intertidal areas will not adversely affect birds using the area and which are likely features of The Wash SPA. If data from the Boston Barrier works are being relied upon to fill in the WeBS data gaps the RSPB notes that the reports were written in 2014. The latest CIEEM guidance highlights any data that is over three years old would require updating to inform decisions on any projects. We request clarity on the full suite of data that has been used to inform decisions about the project and confirmation that all data are not more than three years old. Irrespective of the age of the data, if no bird data is currently held for the area of intertidal habitat that will be directly impacted by the development the RSPB expects additional data to be collected in advance of a DCO application to ensure any decisions are based on up-to-date and appropriate evidence.	
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	Impact of the planned wharf. Adding a new structure into the mudflat area has the ability to alter the dynamics of the river. This could increase erosion in some areas or affect accretion rates. This needs to be fully considered in understand potential impact on intertidal habitats and mitigation requirements. In addition, this will allow vessels to moor in areas they have not previously. This activity could cause disturbance and displace birds from an additional zone around the wharf. It is not clear that this has been adequately assessed at this time.	Hydrodynamic assessment has been undertaken and is reported in Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	Increase in container vessels transiting the Haven and The Wash. Whilst it is stated that the increase in vessel movements will be a minor increase, this does not appear to appreciate the change in vessel type. It is anticipated that many of the movements will be smaller vessels, typically fishing boats, that will be smaller. It is essential that the impact of bigger vessels is clearly assessed. It is assumed that the wash from such vessels would be greater and the overall disturbance potential greater. The potential impact must be based on vessel type and not simply vessel numbers.	This has been addressed in operational impacts for disturbance to birds and mammals. The larger vessels have the higher impact in terms of presence of vessels.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	**Appendix 17.1 Habitats Regulations Assessment** Habitats Regulation Assessment (HRA). It is not clear why a relatively narrow range of issues have been covered by the HRA. Any factor that could potentially give rise to a Likely Significant Effect must be considered. As stated in 'Guidance on the use of Habitats Regulations Assessments' issued by the Ministry of Housing, Communities & Local Government in July 2019: "An appropriate assessment must contain complete, precise and definitive findings and conclusions to ensure that there is no reasonable scientific doubt as to the effects of the proposed plan or project."1 In making decisions about potential impacts, recent European Court Judgments "…clarified that when making screening decisions for the purposes of deciding whether an appropriate assessment is required, competent authorities cannot take into account any mitigation measures."1 The assessment must consider impacts on functional linked areas that support features such as cold weather refuges and high tide feeding and roosting areas. 1 https://www.gov.uk/guidance/appropriate-assessment	The updated HRA covers the habitat loss of functionally linked areas.
Section 42 Consultation Response – Royal Society for the Protection of Birds, August 2019.	The level of mitigation and enhancement to address impacts and deliver biodiversity net gains in line with the National Planning Policy Framework. It appears limited mitigation is being proposed to address impacts from the facility. There appears no evidence to justify the position that the mudflat for the wharf is of limited use by features from The Wash SPA, especially at certain times of year. The loss of intertidal habitat should, we believe, be mitigated. We also consider greater enhancement measures in line with the NPPF should be provided and support the statement provided by Lincolnshire Wildlife Trust on this point.	Following this response, the loss of saltmarsh and mudflat has been included in the biodiversity losses calculation and is being included in the mitigation package. Details will be provided within the final LEMS, as secured in the DCO.
Section 42 Consultation Response – Marine Management Organisation, August 2019.	The PEIR has identified and adequately assessed potential cumulative and inter-related impacts. Further, the report states in paragraph 6.2.26, that "At the PEIR stage, a full CIA [Cumulative Impact Assessment] was not undertaken, as a definitive list of cumulative projects had not been agreed with stakeholders. A full CIA will be carried out for the Environmental Statement (ES), and the full list of plans or projects to be included in the	The Applicant has noted this response.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	CIA is being developed as part of on-going consultation with technical consultees". The applicant has identified that the only other development that could have accumulative effect is the Boston Barrier Tidal Scheme. From our records the MMO agree that there are no other developments that should be assessed.	
Section 42 Consultation Response – Marine Management Organisation, August 2019.	The Preliminary Environmental Impact Report (PEIR) has assessed the impacts of increased vessel traffic (ship wash) on the wave regime and concluded that "… the increase in vessel traffic is unlikely to affect the intertidal mudflats and saltmarsh as the contribution of the overall erosion of these areas by locally-generated wind waves would significantly exceed the contribution from ship waves". Whilst the MMO agree that "The contribution of wind waves in terms of frequency is much higher", thereby providing a source of persistent pressure, the waves generated by ship wash are considered likely to result in increased erosion. In addition, the PEIR does not explicitly state that the 150% increase in vessel movements is the result of additional vessels of similar size and speed to the existing stock, which would have implications for the energy profile of the additional vessels. The MMO recommend that the impact of ship wash is assessed in greater detail within the Environmental Impact Assessment (EIA) and Environmental Statement (ES). Whilst this is not considered to have a major impact on physical and coastal processes within this already heavily modified site, it may have implications for habitats and/or flood defence.	Ship wash is assessed in more detail since the PEIR in Chapter 16 Estuarine Processes of the ES (document reference 6.2.17).
Section 42 Consultation Response – Marine Management Organisation, August 2019.	The current preferred structure is a suspended concrete deck, constructed on approximately 300 driven piles. The impact of these structures on patterns of erosion and accretion have not been considered in the PEIR and should be quantitatively considered within the EIA and ES.	Impacts relevant to erosion and accretion from the suspended deck structure are assessed in Chapter 16 Estuarine Processes of the ES (document reference 6.2.16).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Marine Management Organisation, September 2020.	The MMO would like to advise you that any application should contain assessment of the proposed project against the East Inshore Marine Plan, including consideration of the relevant policies within the Plan in relation to your application.	Section 17.2, Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17) notes that the vision of the East Inshore Marine Plan has been considered.

Section 42 Responses

Table 12 Navigational Issues Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council (6th August 2019).	Concerns about impact on fishing, including; width of modern cargo ships meeting fishing boats in the river; cargo ships have a 3ft bow wave that can, and have, lifted a fishing boat then dumped it onto the mud bank, potentially causing a hazard were the boat to overturn; high mud banks each side of the river all the way to the cut end, a specialist dredging boat is required, Navigation of the river due to there being an S bend in the river; cargo boats turning at the knuckle/ getting stuck across the river.	Please refer to Section 18.7, Chapter 18 Navigational Issues of the ES (document reference 6.2.18) which assesses the potential impacts to navigational safety on The Haven during the construction and operation of the Facility which may affect the fishing fleet.
Section 42 Consultation Response – Boston Borough Council (6th August 2019).	We are mindful that Boston has two AQMAs in operation and we are concerned not to have received the detail in relation to traffic movements for both construction and operation that would enable the Council to fully assess the potential impact, including shipping traffic and how this may be mitigated. We require detailed traffic assessment information before the project progresses further to the next stage.	Vessel traffic movements required during the construction and operation of the proposed scheme are provided in Chapter 5 Project Description of the ES (document reference 6.2.5). An Air Quality assessment, which includes the emissions arising from vessel traffic and consideration of the AQMAs is presented in Chapter 14 Air Quality of the ES (document reference 6.2.14).
Section 42 Consultation Response – Boston Borough Council (6th August 2019).	What dialogue has there been with the Port as we are interested in the feasibility of boats turning at the knuckle noting the increased traffic proposed to transport the bales to the site and at this stage, to take away aggregate.	The Port of Boston has been consulted with throughout. A record of this is provided within the Consultation Report (document reference 5.1).
Section 42 Consultation Response – Boston Borough Council (6th August 2019).	We note the reference to the aggregate leaving by ship and a dedicated berth – how often will this ship leave and arrive in addition to bale shipping movements.	This information is provided in Chapter 5 Project Description of the ES (document reference 6.2.5) and considered within the Impact Assessment in Section 18.7, Chapter 18 Navigational Issues of the ES (document reference 6.2.18).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire Wildlife Trust (6th August 2019).	Increase in vessel / traffic movement. It would be useful to understand in more detail, how the assessment of the impact of increased vessel movements on harbour seal within The Wash has been considered. Please could this be provided to our marine specialist?	The potential impacts to marine mammals through the proposed increase in vessel traffic is considered within the Chapter 17 Marine and Coastal Ecology of the ES (document reference 6.2.17), specifically Section 17.8.

Section 42 Responses

Table 13 Traffic and Transport Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	Lincolnshire County Council (LCC) noted that the current bankside route is a pleasant off-road route overlooking the river and will be substituted for an industrialised route with few redeeming characteristics. Further detail will be required on the management of the point where paths 14/11 and 14/9 cross access points for vehicle within the site. LCC further noted that the Boston 14/4 and 14/5 are also recorded in the report to the Secretary of State for the English Coast Path although this stretch (Sutton Bridge to Skegness) has not yet been confirmed. Further advice will be required to be sought from Natural England.	PRoW impacts are discussed in Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) including potential mitigation strategies. The permanent closures have been discussed and agreed with LCC; and NE.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	LCC noted that the two footpath links (14/4 and 14/5) are also utilised as part of the Macmillan Way long distance path and contact should be made with the operating organisation.	Macmillan Trust were contacted and consulted on the footpath strategy. No response was received.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	LCC noted that the greatest number of vehicle movements would be during the construction phase, and at times this will be 24 hours working. The more significant impacts of the peak movements may be capable of being mitigated through the proposed Construction Traffic Management. The Construction Traffic Management Document should be included in the Environmental Statement.	Following this response, the OCTMP (document reference 7.2) included with the DCO application will set out the standards and procedures for managing the impact of Heavy Goods Vehicle (HGV) traffic during the construction period.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	LCC noted that the appointed engineers' proposal to operate a park and ride scheme that could reduce traffic impact on parts of the highway network closest to the site. However, if the pick-up and drop-off points are within the town, this practice could in fact result in increased vehicular activity in parts of the town that are already experiencing peak period congestion and could result in town centre car parking spaces being occupied by the vehicles of those working on the proposed facility, rather than those who actually work in town. To be truly effective, this detail would	Based on comments received from LCC and additional information received from the Principal Contractor, a revised construction employee parking strategy has been proposed as set out in Section 19.7, Chapter 29 Traffic and Transport of the ES (document reference 6.2.19). There will be no park and ride scheme.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	need to be carefully designed.	Further details on traffic derivation is discussed in Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) including mitigation strategies. Within the OCTMP (document reference 7.2), the outline travel plan sets out how construction employee traffic would be managed and controlled.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	LCC noted that the most significant mitigation in transportation terms comes from the fact that, once operational, the facility's feedstock and the majority of the residual material following processing would be transported by sea via the proposed new wharf. The advised vehicle movements associated with the transportation of 'waste' material that would not be removed from the site by ship would be expected to be accommodated on the existing road network. Some of that material would in fact be destined for units on the adjacent Riverside industrial area.	Traffic derivation is discussed in Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19).
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	BBC noted the lack of information relating to the traffic management plan both for the construction period and clarity of site operations means that a detailed assessment cannot yet be assessed.	Following this response, the OCTMP (document reference 7.2) included with the DCO application will set out the standards and procedures for managing the impact of HGV traffic during the construction period.
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	A number of comments were raised by BBC in respect having all options for traffic routes for construction traffic and operational service traffic examined as part of the process including the options for construction a new construction/operational access road BBC have stated that they cannot support the ideas unless there is a clear	Section 19.5, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) provides details of the study area. The study area is illustrated in Figure 19.2 (document reference 6.3.28). The assessment of impact of the Facility's

Consultee and Date	Response	Where Consultation Comment is Addressed
	mitigation of that impact on residents through a different route into the Facility site to reduce the impact of traffic movements on residential amenity.	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. Full details are contained in Section 19.7, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19).
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	Traffic impact, the extent of machinery and equipment to be transported to the site and whether new roads will be required. Will there be a requirement for night working and how will impact on residents and wildlife be mitigated?	Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) provides details of Abnormal Indivisible Loads (AIL) required for construction of the Facility. Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) also provides details on the requirement for 24hr working.
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	The construction process is proposed to take up to four years, generate up to 300 construction jobs and give rise to construction work six days a week. However, there is no information as to how this traffic management will impact on local residents and business, in addition to the wider road network impact. We believe there should be detailed consideration of an access road for the purpose of construction traffic to mitigate the impact of such heavy construction traffic on the community. We believe that this provides an opportunity to work with our colleagues at the County Council is terms of how this might be upgraded to provide a permanent road to reduce ongoing impact of the use of the site once fully operational.	Traffic derivation is discussed in Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) including associated mitigation strategies. 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. Full details are contained in Section 19.7, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	BBC are mindful that Boston has two AQMAs in operation and we are concerned not to have received the detail in relation to traffic movements for both construction and operation that would enable the Council to fully assess the potential impact, including shipping traffic and how this may be mitigated. We require detailed traffic assessment information before the project progresses further to the next stage.	The traffic flow data presented in Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) has been used to inform the Chapter 14 Air Quality of the ES (document reference 6.2.14). Chapter 14 includes a detailed dispersion modelling assessment of the impacts associated with traffic generated by the Facility.
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	BBC note that one of the by-products will be aggregate. To lower the carbon footprint, by reducing haulage of this product, and provide additional employment opportunities and to further support the local economy, BBC suggest provision, at the design stage, to enable local distribution of aggregate products direct to local markets via road.	The revised scheme design of the Facility involves the removal of manufactured aggregate by ship, thus removal of aggregate by road does not form part of the scope of the current Transport Assessment.
Section 42 Consultation Response - Boston Borough Council, 6th August 2019.	BBC note that ferrous and non-ferrous metals will be removed, collected in separate skips and sent for processing off-site - what traffic movements are these expected to generate and what end use might these have?	The Facilities design updates post PEIR has significantly reduced the amount of metals that require removal. Details of traffic movements associated with metals are discussed in Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19).
Section 42 Consultation Response – Natural England, 6th August 2019.	Natural England (NE) note that at paragraph 19.7.58 the diversion of the England Coast Path is covered which is described as a minor adverse effect. We would wish to confirm if the England Coast Path project team has been consulted or is aware of this diversion.	The England Coast Path team at NE has been consulted on the diversion routes.
Section 42 Consultation Response – North East Lincolnshire Council.	The North East Lincolnshire Highways Development Control team were consulted and have requested that they be given an opportunity to review the Transport Assessment and Construction Traffic Management Plan, or documents similar entitled, on behalf of the North East Lincolnshire Council Local Planning Authority. This is in order to assess any impacts, if any, to	All DCO documentation will be readily available on the Planning Inspectorate website. Relevant stakeholders will be contacted when documentation has been uploaded.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	the North East Lincolnshire borough as a result of the proposed development. As such we would request that we be consulted during the Development Consent Order Process with this further information.	
Boston Borough Council, Lincolnshire County Council - 25th September 2019.	Round table meeting to discuss traffic and transport for the proposed scheme including potential impacts to sensitive junctions, delays to waste and recycling servicing vehicles and consideration of mitigation measures.	Traffic derivation is discussed in Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19). Section 19.6, Chapter 19 Traffic and Transport of the ES (document reference 6.2.19) includes a full junction capacity/delay assessment on the four identified sensitive junctions within the study area.

Section 42 Responses

Table 14 Socio-Economics Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	**Energy Requirements** Attached is a report commissioned by the Council which shows that there are substantial energy requirements in the south of the county. The Council would be interested in seeing whether BAEF can provide targeted sources of energy as well as into the national grid.	The Applicant has noted this response.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	**School Places** It should be noted and amended that the provision of any new school would be through the County Council as Local Education Authority rather than Boston Borough Council.	The Applicant has noted this response. This is discussed in Section 20.6 and Section 20.7, Chapter 20 Socio-Economics of the ES (document reference 6.2.10).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The Council have run the numbers based on the most recent number on roll reports, these figures are from May 2019 and are therefore more up to date than those in the report and a more accurate representation. While the applicant took the capacity figure from the DfE website, these include elements of early years/pre-school capacity, and don't include some spaces recently opened. This appears to show an issue in secondary, Boston Grammar has taken above their advertised admissions number and Haven High is in the process of being expanded.	The Applicant has noted this response. This is discussed in Section 20.6, Chapter 20 Socio-Economics of the ES (document reference 6.2.20).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The figures provided by the applicant are relatively accurate at primary level, and while a little way out at secondary, this element is being mitigated. While the capacity data comes from local knowledge, the number on roll data is available from the Lincolnshire Research Observatory to obtain the most recent data. From a school place planning perspective, the Council would look at future numbers which also aren't within the public domain. However, as this isn't a scheme that would contribute capital towards an expansion scheme, it is not deemed necessary to review in any greater detail.	The Applicant has noted this response.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Norfolk County Council.	While Norfolk County Council welcomes the employment opportunities the Power Station will have within the local/regional economy both during construction and once operational, it is felt that given the proposal's proximity to Norfolk and the likelihood of additional major construction projects in both Norfolk and Suffolk arising from the offshore wind energy sector (i.e. associated with the Hornsea Three Project; Norfolk Vanguard and Boreas; and East Anglia Offshore Wind One (North) and Two) and the Sizewell C Nuclear Power Plan proposal, there is a need for: a) Wider consideration of supply chain issues to address working with neighbouring authorities such as Norfolk; and b) Ensuring that any Education, Skills and Employment Strategy addresses/considers the wider cumulative impacts arising from other planned NSIPs in the area (i.e. covering the above onshore and offshore projects).	This is discussed in Section 20.9, Chapter 20 Socio-Economics of the ES (document reference 6.2.20).
Section 42 Consultation Response – Norfolk County Council.	The County Council would therefore suggest that the applicant develops an Education; Skills and Employment Strategy which will form part of the DCO application to address the above potential cross-boundary issues. Such strategies have been taken forward in other NSIPs covering for example the offshore wind energy sector developments. It is suggested that contact be made with the Norfolk County Council's Economic Development Manager - Dukes, David david.dukes@norfolk.gov.uk and the Employment and Skills Manager - Feeney, Jan jan.feeney@norfolk.gov.uk	Engagement with Boston College at a local level is being pursued alongside the development of the DCO application to identify apprenticeship opportunities that would be bespoke to this type of Facility. A wider Education, Skills and Employment Strategy is not considered necessary at this stage.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	Local Existing Business – there are existing businesses that could have a positive impact on the supply chain. Equally there are others that have high profile existing clients that visit the Marsh Lane site regularly. A negative impact from traffic over a four year period will have an impact on existing business and potentially create barriers to those businesses engaging with the potential opportunities the BAEF presents.	This is addressed in Section 20.7, Chapter 20 Socio-Economics of the ES (document reference 6.2.20). Any transport-related issues are dealt with in Chapter 19 Traffic and Transport (document reference 6.2.19).

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	Inward Investment - if there is a negative campaign or general negative news coverage, this will impact on the wider reputation of the Borough as a place in which to invest and also the BAEF as an opportunity to explore further.	The Applicant has noted this response.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	Traffic impact, the extent of machinery and equipment to be transported to the site and whether new roads will be required. Will there be a requirement for night working and how will impact on residents and wildlife be mitigated.	Any transport-related issues are dealt with in Chapter 19 Traffic and Transport of the ES (document reference 6.2.19).
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	Local jobs for local people - how will the project use local expertise and technical knowledge; is there a proposed arrangement with Boston College to use apprentices; what consideration has been given to accommodation for workers.	These topics are discussed in Section 20.7, Chapter 20 Socio-Economics of the ES (document reference 6.2.20).
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	We note the anticipated by-products and believe that the direct export of Heat / CO_2 / Electricity to encourage local business and residential development is an opportunity. In addition, by encouraging further employment opportunities, this will offset the deficit in the labour allocation designated for the area as falling within BAEF development footprint – by way of example the labour allocation for this area is approximately 800 jobs, but the proposed site will generate only approximately 100 jobs (after the initial construction).	These topics are discussed in Section 20.7, Chapter 20 Socio-Economics of the ES (document reference 6.2.20). The Facility is planning to reuse heat and is not distributing heat locally. Electricity will be distributed into the national infrastructure under an agreement with Western Power Distribution; and CO_2 will be exported in accordance with market demand, which can be local if this need is manifested.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019	We are mindful that renewable energy projects often provide a community fund to provide legacy projects within the community that mitigates the impact of the application site. We believe it would be helpful to the community to see this articulated in the documentation produced by the applicant to support the application.	It is anticipated that discussions on such commitments will be advanced during the Pre-Examination and Examination phases, after submission.

Table 15 Climate Change Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The proposed facility is situated in a low lying area which could be vulnerable to sea level rise. It is understood a more in-depth climate change risk assessment will be completed as the proposal is progressed. Certain assurances regarding the mitigation of the risks of pollution as a result of flooding are likely to be required by the Environment Agency. The Council would also like to receive copies of this correspondence.	The vulnerability of the Facility to climate change is assessed in the Climate Change Resilience (CCR) assessment in Section 21.6, Chapter 21 Climate Change of the ES (document reference 6.2.21). Details of mitigation to minimise the risks of pollution after a flooding event are provided in Chapter 13 Surface Water, Flood Risk and Drainage Strategy.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	There is considerable debate globally as to whether or not this type of facility is producing 'renewable' energy. There is still a significant amount of environmental damage created through processing waste in this way. Waste is not classified as typically a 'renewable source', therefore additional information indicating how this type of disposal fits in with renewable sources would be favourable.	Refused derived fuel (RDF) waste is referred to in EN-3, which serves the purpose of defining the policy for renewable energy in the UK. Refer to Chapter 2 Project Need of the ES (document reference 6.2.21) for further information.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	It must be noted that there is a 'Carbon Zero' ambition by 2050. It should be demonstrated that this development would not have significant implications on meeting this carbon zero target.	Following this response, the implications of the Facility on the UKs ambitions to be Carbon Zero by 2050 are detailed in Section 21.6, Chapter 21 Climate Change of the ES (document reference 6.2.21).
Boston Borough Council, 6th August 2019.	In addition, we noted above the potential to explore further waste import from other areas of the county, as a means of reducing the climate footprint of our current waste haulage arrangements (as above under Waste Strategy).	The current understanding is that there is the potential for incorporating local waste (i.e. waste that is currently received by the Slippery Gowt Transfer Station) into the feedstock for the Facility, as long as it is baled. This is subject to negotiation with

Consultee and Date	Response	Where Consultation Comment is Addressed
		LCC (as Waste Disposal Authority) and other relevant authorities under the Lincolnshire Waste Partnership and would be subject to the relevant procurement rules. Given that this waste is currently contracted to North Hykeham, the DCO application cannot include the waste as part of the feedstock for the Facility. If this were to change, the option for including it within the overall total feedstock would be considered by the Applicant and LCC. However, the assumption is based upon the waste being received by the Slippery Gowt Transfer Station is residual household waste from Boston and South Holland (plus some East Lindsay waste). It should not be seen to be a mechanism to divert waste from other Lincolnshire Local Authority areas that do not currently use this transfer station.

Section 42 Responses

Table 16 Health Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Boston Borough Council.	Concern about noise, odour and pollution and how this will be monitored, the impact on air quality on crops with regard to the agricultural industry and will "scrubbers" be utilised for pollutants.	Noise and odour impacts are assessed in Chapter 10 Noise and Vibration of the ES (document reference 6.2.10) and Chapter 14 Air Quality of the ES (document reference 6.2.14) respectively. Whilst the Facility's impact on health through local food growing were scoped out at PEIR stage (see Section 22.5, Chapter 22 Health of the ES (document reference 6.2.22)), the impact of air quality on crops, with regard to the agricultural industry, is discussed in Section 22.7, Chapter 22 Health of the ES (document reference 6.2.22). The use of scrubbers is addressed in Chapter 14 Air Quality of the ES (document reference 6.2.14).
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	The Council feels that as a preliminary, desktop human (health) impact assessment (HIA) the PEIR covers what would be expected. It is pleasing to see the HUDU checklist and potential positive impacts as well as the need to mitigate against negative ones. However, the Councils feels that there should be some enhancements to social infrastructure (community gain) for example enhancing access to open space, walking and cycling networks, lighting (safety), etc., in the vicinity of the plant – especially where existing rights of way are closed and diverted to.	The Applicant has noted this response. Following this response, the public footpath (BOST 14/11) will be improved to allow easier access than the footpath currently allows.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	It is right to say that holistically, maximising renewable energy production to contribute to long-term energy security is in the public (health) interest provided potential adverse health impacts are mitigated.	The Applicant has noted this response.
Section 42 Consultation Response – Lincolnshire County Council, 1st August 2019.	It is noted that there will be a further HIA as part of the Environmental Statement (ES) which will also be reviewed by the Council. It is also felt that a development of this magnitude should have a full HIA including public participation.	Three rounds of Public Information Days (PIDs) were held in September 2018, February and July 2019 to allow for public participation. Chapter 22 Health of the ES (document reference 6.2.22) provides the HIA for the Facility.

Section 42 Responses

Table 17 Waste Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	**Hazardous Substance Consent** The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under Planning (Hazardous Substances) Act A1990 as amended. The substances, alone or when aggregated with others for which HSC is required, the associated Controlled Quantities are set out in The Planning (Hazardous Substances) Regulations 2015.	The Applicant has noted this response. The Applicant will continue to engage with the Health and Safety Executive (HSE) alongside the environmental permit application to determine whether Hazardous Substances Consent (HSC) is required for any materials used at the Facility.
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	Hazardous Substances Consent would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in schedule 1 of these Regulations.	The Applicant has noted this response.
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	Further information on HSC should be sought from the relevant Hazardous Substances Authority.	The Applicant has noted this response. The Applicant will continue to engage with HSC.
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	What will happen to the type of waste that cannot be recycled, such as batteries. What consideration has been given to pollution of the river.	The RDF that will be sent to the Facility will have been through pre-sorting procedures, so waste batteries should be removed. The Facility is not accepting recyclable waste, only residual waste that has had all recyclate removed either at source or in materials recycling facilities. In terms of managing pollution of the river, procedures will be implemented to re-bale

Consultee and Date	Response	Where Consultation Comment is Addressed
		any damaged bales using the on-site baling facility. See Chapter 5 Project Description of the ES (document reference 6.2.5). The site will have a sealed drainage system to prevent any leachate from bales draining into the river. See Chapter 13 Surface Water, Flood risk and Drainage of the ES (document reference 6.2.13).
Section 42 Consultation Response – Boston Borough Council, 6th August 2019.	We would like to see the materials that are removed from the feedstock during the process as unsuitable for gasification and recycled; are recorded and contribute to the county and national recycling targets.	Ferrous material unsuitable for thermal treatment or removed from the bottom ash will be locally recycled as discussed in Section 23.7, Chapter 23 Waste of the ES (document reference 6.2.23). There will be records held as part of the environmental permit that will identify the quantity of this material that is removed from site. These would be made available for the local authority if required.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	We support the approach to prepare a Site Waste Management Plan (SWMP), suggested in Section 23.6. SWMPs are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and your duty of care, they are a useful tool and considered to be best practice.	The Applicant has noted this response.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc…' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply. Where the applicant cannot meet the criteria, they will be	The Applicant has noted this response.

Section 42 Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
	required to obtain the appropriate waste permit or exemption from us.	
Section 42 Consultation Response – Environment Agency, 6th August 2019.	A deposit of waste to land will either be a disposal or a recovery activity. The legal test for recovery is set out in Article 3(15) of the Waste Framework Directive as: • Any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy. • We have produced guidance on the recovery test which can be viewed at https://www.gov.uk/guidance/waste-recovery-plans-and-permits#waste-recovery-activities. You can find more information on the Waste Framework Directive here: https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive More information on the definition of waste can be found here: https://www.gov.uk/government/publications/legal-definition-of-waste-guidance More information on the use of waste in exempt activities can be found here: https://www.gov.uk/government/collections/waste-exemptions-using-waste	The Applicant has noted this response.
Section 42 Consultation Response – Environment Agency, 6th August 2019.	Non-waste activities are not regulated by us (i.e. activities carried out under the CL:ARE Code of Practice), however you will need to decide if materials meet End of Waste or By-products criteria (as defined by the Waste Framework Directive). The 'Is it waste' tool, allows you to make an assessment and can be found here: https://www.gov.uk/government/publications/isitwaste-tool-for-advice-on-the-by-products-and-end-of-waste-tests	The Applicant has noted this response.

Section 42 Responses

Table 18 Major Accidents and Risk Management Consultation Responses

Consultee and Date	Response	Where Consultation Comment is Addressed
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	According to HSE's records there are no major accident hazard sites or major accident hazard pipelines within the proposed redline boundary of the allocated waste area and the indicative boundary for the Boston Gasification Plant for this NSIP. This is based on the indicative red line boundary as illustrated in, for example, the phase three public information booklet.	The Applicant has noted this response.
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	HSE would not advise against this proposal.	The Applicant has noted this response.
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	**Explosives Sites** HSE has no comment to make as there are no licenced explosive sites in the vicinity.	The Applicant has noted this response.
Section 42 Consultation Response – Health and Safety Executive, 31st July 2019.	**Electrical Safety** No comment from a planning perspective.	The Applicant has noted this response.
Section 42 Consultation Response – Lincolnshire Wildlife Trust, 6th August 2019.	The incident / emergency response plan. This should detail what actions will be taken to ensure protection of terrestrial, freshwater and marine habitats and species in various incident and emergency scenarios. We consider that this should be reviewed by the conservation organisations, including Lincolnshire Wildlife Trust, before these are signed off.	An incident response plan will be prepared as part of the environmental permit application; and procedures for responding to incidents and emergencies will be incorporated into the CoCP as described in Section 24.7, Chapter 24 Major Accidents and Risk Management of the ES (document reference 6.2.24).