

REPORT

Boston Alternative Energy Facility

Schedule of Errata

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HASKONINGDHV UK LTD.

Westpoint
Peterborough Business Park
Lynch Wood
Peterborough
PE2 6FZ
United Kingdom
Industry & Buildings
VAT registration number: 792428892

+44 1733 3344 55 **T**
info@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

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Author(s): Ashleigh Holmes

Drafted by: Ashleigh Holmes

Checked by: Abbie Garry

Date: 24/03/22

Approved by: Paul Salmon

Date: 24/03/22

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1 Introduction

1.1 Explanation of Development Consent Order Errata

- 1.1.1 This document is to present any errata that have been identified within the Development Consent Order application documents for the Boston Alternative Energy Facility.
- 1.1.2 Errata are errors within the DCO application documents which are minor in nature and do not change the meaning of documents, analysis or assessment. There items are presented in **Table 1-1** below, and a correction is provided for clarification.
- 1.1.3 Errata items have not been included for documents that have been updated during the examination process. This is because any errors of this nature have been amended through the process of re-submission.
- 1.1.4 Any changes to Plans and Figures due errata will be submitted at **Deadline 9 and/or Deadline 10** (or as otherwise requested by the examining authority), with all final documents. This is to ensure all changes are picked up in edit.

Table 1-1 Table of errata

| PINS Application Document Reference | Document Name | Section | Nature of Erratum and explanation | Correction |
|-------------------------------------|---|---------|---|--|
| APP-038 | 6.1 Environmental Statement Non-Technical Summary | 5.11.4 | The Port of Boston has advised they would not accept any speed restrictions on The Haven. | Change text to "...and slow speed (less than 10 knots where it is safe to do so)." |
| APP-043 | 6.2.5 Environmental Statement - Chapter 5 – Project Description | 5.5.1 | As per the indicative construction programme (document reference 9.18, REP1-031) the construction programme will be between 2023-2027. | Change text to "from 2023 to 2027". |
| APP-043 | 6.2.5 Environmental Statement - Chapter 5 – Project Description | 5.6.117 | There is no 'existing gap' in the Roman Bank, the historic gap was filled in. A gap will be created. | Remove reference to 'existing gap' in the Roman Bank. |
| APP-046 | 6.2.8 Environmental Statement – Chapter 8 – Cultural Heritage | 8.8.76 | There is no 'existing gap' in the Roman Bank, the historic gap was filled in. A gap will be created. Previously there was a gap which has been filled in, therefore no change to Cultural Heritage assessment. | Remove reference to 'current gap' in the Roman Bank. |
| APP-048 | 6.2.10 Environmental Statement - Chapter 10 - Noise and Vibration | 10.4.11 | As per the indicative construction programme (document reference 9.18, REP1-031) the construction programme will be between 2023-2027. No change in worst case assessment from chapter which considers construction will commence in 2021. | Change text to "realistic construction start date will begin mid-2023 and continue for a period of 48 months, resulting in a construction end year of 2027". |

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| PINS Application Document Reference | Document Name | Section | Nature of Erratum and explanation | Correction |
|-------------------------------------|---|---|---|---|
| APP-056 | 6.2.18 Environmental Statement - Chapter 18 - Navigational Issues | 18.7.63 | It generally takes cargo vessels 1 hour to navigate to the Port from Buoy No.9, this is not as a result of a 6 knot speed limit, which the Port do not enforce. | Change text to "It takes approximately one hour to navigate to/from Buoy No.9 from the Port and should vessels have to pass in The Haven this is increased by 10 to 15 minutes." |
| APP-056 | 6.2.18 Environmental Statement - Chapter 18 - Navigational Issues | 18.7.83 | The Port of Boston has advised they would not accept any speed restrictions on The Haven. | Change text to: "A slower speed will be advised for vessels navigating past the wharf to ensure any passing manoeuvres can be made safely." |
| APP-056 | 6.2.18 Environmental Statement - Chapter 18 - Navigational Issues | 18.7.87 | The Port of Boston has advised they would not accept any speed restrictions on The Haven. | Change text to: "On completion of the first phase of the wharf the Port will issue a NtM which will advise vessels to take a slower speed through this section of the river. They do not envisage that this will have a significant impact on vessels movements in the area as they are already moving at slower speeds as they are on the approach to the Port. The NtM will also advise caution in the area so all mariners are aware and can take appropriate measures in the vicinity of the Facility." |
| APP-057 | 6.2.19 Environmental Statement - Chapter 19 - Traffic and Transport | Table 19-15, 19.7.37, 19.7.38, 19.7.128 | There is no 'existing gap' in the Roman Bank, the historic gap was filled in. A gap will be created. | Remove reference to 'existing gap' in the Roman Bank. |

| PINS Application Document Reference | Document Name | Section | Nature of Erratum and explanation | Correction |
|-------------------------------------|---|---------------------|--|---|
| APP-057 | 6.2.19 Environmental Statement - Chapter 19 - Traffic and Transport | Table 19-16, 19.7.5 | <p>As per the indicative construction programme (document reference 9.18, REP1-031) the construction programme will be between 2023-2027.</p> <p>No change in worst case assessment from chapter which considers construction will commence in 2021.</p> | <p>Change text in Table 19-16 to “2023 is the earliest realistic construction start date. Notwithstanding, for a robust transport assessment, a construction start date of 2021 has been assumed for the assessment of environmental impacts. Background flows will be lower during 2021 than they would be during 2023. Thus, the worst case impacts of construction traffic will be greater when assessed against 2021 background traffic.”</p> <p>Change text in paragraph 19.7.5 to “realistic construction start date will begin mid 2023 and continue for a period of 48 months, resulting in a construction end year of 2027”.</p> |
| APP-059 | 6.2.21 Environmental Statement - Chapter 21 - Climate Change | 21.4.3, 21.6.6 | <p>As per the indicative construction programme (document reference 9.18, REP1-031) the construction programme will be between 2023-2027.</p> <p>This change does not affect the climate change assessment.</p> | <p>Change text in paragraph 21.4.3 to “The construction phase (including commissioning) is anticipated to be up to 48 months, between 2023 and 2027.”</p> <p>Change text in paragraph 21.6.6 to “The construction phase is anticipated to be 48 months, commencing in 2023.”</p> |

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| PINS Application Document Reference | Document Name | Section | Nature of Erratum and explanation | Correction |
|-------------------------------------|--|-----------------------------|---|---|
| APP-060 | 6.2.22 Environmental Statement - Chapter 22 - Health | Table 22-7 and Table 22-14, | There is no 'existing gap' in the Roman Bank, the historic gap was filled in. A gap will be created. | Remove reference to 'existing gap' in the Roman Bank. |
| APP-061 | 6.2.23 Environmental Statement - Chapter 23 - Waste | 23.9 | Within Section 23.9 the assessment is based on a construction period of 2022 to 2026, however as the revised construction programme extends only 4 months into 2027 it is considered that there is no significant difference in the outcome of the waste assessment and therefore the assessment will not be updated. | No change. |
| APP-123 | 7.4 Outline Landscape and Ecological Mitigation Strategy | 10.8.2, 10.10.2, 10.11.2 | Paragraph 10.7.2 correctly says monthly inspections however there are instances in paragraphs 10.8.2, 10.10.2, 10.11.2 that refer to annual removal of rubbish and repair of vandalism. | Text should say "monthly inspections". |