Eggborough
Power Ltd

Eggborough CCGT Project

Proposed new gas-fired power station at the existing Eggborough Power Station site

Welcome

Eggborough Power Limited is holding this event to provide you with information about the proposed Eggborough Combined Cycle Gas Turbine ('CCGT') Project (the 'Project' or 'Proposed Development').

This is the second stage of consultation (the Stage 2 consultation) on the Project. It is statutory consultation that must be undertaken in accordance with The Planning Act 2008 (the 'Act'). Section 47 of the Act requires us to consult people 'within the vicinity of the land' to which the Project relates.

This consultation follows the Stage 1 consultation that was undertaken in September/October 2016 during which we sought your comments and views on our initial proposals.

The aim of this event

The aims of this event are to provide information on the following:

- the Eggborough CCGT Project and the need for a new gas-fired power station;
- the comments received at Stage 1 and changes made to the proposals since then;
- the decisions that have been made regarding the location of the gas-fired power station and the route corridor for the gas pipeline;
- the layout of the gas-fired power station and the size and appearance of its main buildings;
- the environmental effects of the proposals and how these would be prevented, reduced and where necessary, mitigated;
- the next steps for the proposals; and
- provide an opportunity to obtain your comments on various aspects of the proposals.

About Eggborough Power Limited

Eggborough Power Ltd ('EPL') owns and operates the existing 2,000 megawatt ('MW') Eggborough coal-fired power station, including the land upon which the new gas-fired power station would be built.

EPL was acquired by EP UK Investments Ltd ('EP UK') in late 2014; a subsidiary of Energetický A Průmyslový Holding ('EP Holding').

EPL has appointed a consultant team comprising Dalton Warner Davis LLP, AECOM, Fichtner, Ardent and Pinsent Masons LLP to undertake the necessary technical and environmental studies and prepare an application for consent that it is currently envisaged will be submitted in late spring/early summer 2017.

Please let us have your comments

Please use one of the feedback forms available to provide us with your comments on our proposals.

You can also fill out a feedback form on the Project website at:
www.eggboroughccgt.co.uk or submit your comments by post or email:

Post: Eggborough CCGT Consultation, c/o Dalton Warner Davis LLP, 21 Garlick Hill, London, EC4V 2AU

Email: consultation@eggboroughccgt.co.uk

If you have any questions, please ask a member of the project team here today.

Please let us have your comments no later than Friday 17th February 2017

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Project overview

The new gas-fired power station would have a capacity of up to 2,500 megawatts ('MW') and be built on land within the operational area of the existing coal-fired power station The fuel source (natural gas) would be supplied by a new gas pipeline.power station. The fuel source (natural gas) would be supplied by a new gas pipeline.

The main components of the Project are:

- a combined cycle gas turbine ('CCGT') plant comprising up to 3 CCGT units;
- a 'fast response' peaking plant that would provide electricity to the National Grid at short notice during periods of unexpected high demand or in the event of the loss of generating capacity elsewhere;
- a 'black start' plant that would generate the electricity needed to allow the CCGT plant to restart the National Grid in the event of a partial or total loss of power on the Grid;
- an underground gas pipeline of up to 1m in diameter and approximately 4.7 kilometres in length running from the existing coal-fired power station site, northward under the River Aire to a connection point with the National Transmission System ('NTS') for gas;
- an 'Above Ground Installation' ('AGI') at the connection point to the NTS, including the necessary plant and equipment;
- an electrical connection to the existing sub station at the existing coal-fired power station site to allow for the export of electricity to the National Grid; and
- works to the existing cooling water pipelines and intake and outfall structures within the River Aire.

The Project also includes access works, alterations to existing rail infrastructure within the existing coal-fired power station site, utilities connections and various other ancillary works.

Why are we proposing a gas-fired power station?

The UK needs to develop new electricity generation capacity to replace its ageing coal-fired and nuclear power stations, which are due to close over the next few years. The new capacity needs to be built to help safeguard the security of electricity supply to the country's homes and businesses. The urgent need for new generation capacity, including gas-fired power stations, is set out in Government policy.

In addition, the UK is increasingly reliant on renewable energy, primarily wind energy, which is intermittent in nature and dependent on weather conditions. Gas-fired power stations provide flexibility within the UK's generation mix, being able to respond rapidly to fluctuations in supply (e.g. when the wind isn't blowing) and ensure that enough electricity is generated. Gas-fired power stations are also cleaner than those using coal or oil and emit significantly lower CO2 emissions per MW than other fossil fuels.

The Project would be capable of generating enough electricity to supply around 2 million homes per year, which is equivalent to providing around 4% of the UK's electricity. It would therefore make a significant contribution to UK electricity supply in terms of both security and flexibility, while contributing to the Government's carbon reduction targets.

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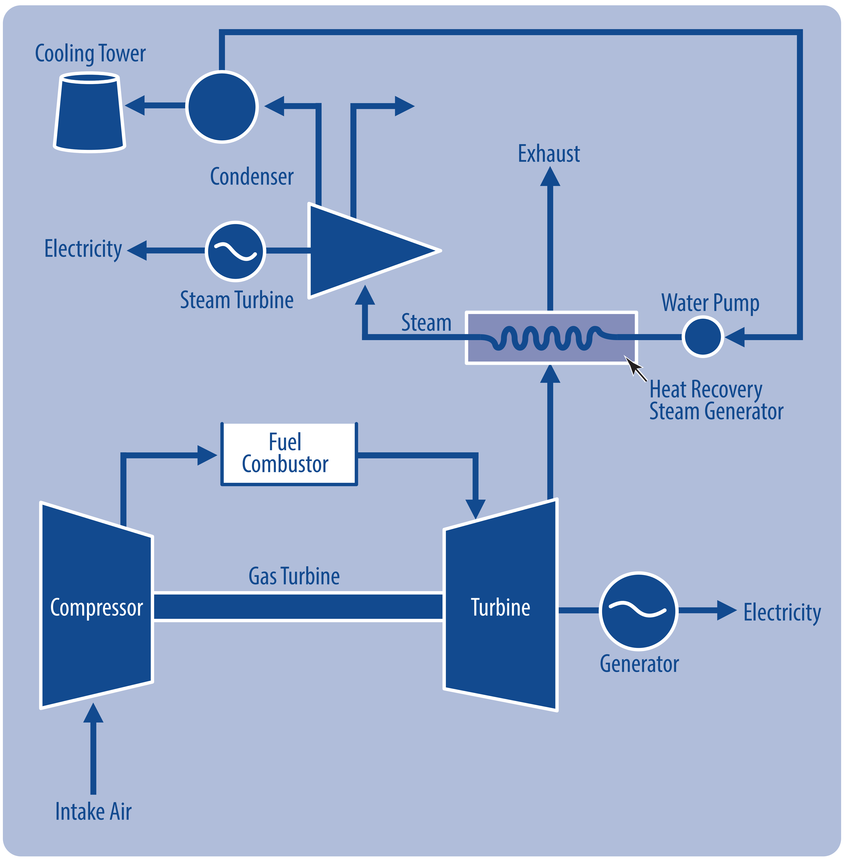
What is a CCGT?

The new power station would employ combined cycle gas turbine ('CCGT') technology. In a CCGT power station, natural gas fuel is fired in the combustion system to drive a gas turbine, which is connected to a generator to produce electricity. The hot exhaust gases generated by the gas turbine are passed through a heat recovery boiler to recover more of the useful heat. The boiler generates steam to produce further electricity via a steam turbine. The steam leaving the steam turbine is then condensed and this water is returned to the process for re-use. A cooling system is required to condense the steam used in the generation process. This requires a supply of cooling water.

The electrical efficiency of a modern CCGT power station, dependent on technology selection, can be greater than 60%. This is considerably higher than conventional coal or oil-fired power stations, which have an efficiency of around 35-45%.

The diagram below illustrates the inputs and outputs of the CCGT generation process.



What is a peaking plant and what is a black start plant?

The peaking plant would consist of either an open cycle gas turbine ('OCGT') or reciprocating gas engines and is used for quickly delivering electricity to the National Grid at times of peak demand. An OCGT is where the gas turbine exhaust goes straight up the emission stack and not via a heat recovery boiler. There may be either one or two OCGTs in the peaking plant.

The black start plant would consist of either OCGT or reciprocating gas engines and be used to start the CCGT plant when the electricity grid has been lost. EPL's CCGT would then be able to play an important role in helping National Grid to rebuild the electrical network.

The peaking and black start plants would run on natural gas and would be housed in a dedicated building. They would not run all year round as they are used to meet peak demand.

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The Proposed Development Site

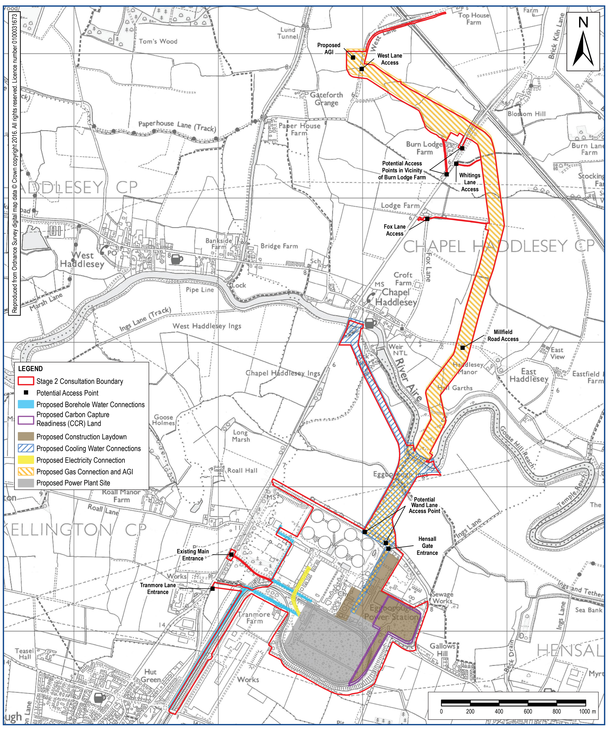
The Proposed Development Site (the 'Site') is approximately 157 hectares in area and comprises land within the boundary of the existing Eggborough coal-fired Power Station site (the 'existing coal-fired power station site') to the north-east of Eggborough village, near Selby, North Yorkshire, in addition to corridors of land running north and west from the existing coal-fired power station site. The site lies within the administrative boundaries of Selby District Council and North Yorkshire County Council.

The existing coal-fired power station site has a long history of power generation and benefits from existing electricity grid and water supply connections as well as road and rail infrastructure. Local planning policy recognises the importance of the site for power generation. It is therefore highly suitable as a location for the Proposed Development.

Areas of the Site within the existing coal-fired power station site

The coal stockyard area in the south-east of the existing coal-fired power station site would accommodate the gas-fired power station. This land is owned by EPL. The land for the electrical and cooling water connections and other infrastructure in the immediate vicinity of the proposed power station is also owned by EPL.

Not all of the land within the existing coal-fired power station that has been included in the Site would be built on. Some of the land would only be required on a temporary basis for the construction stage (e.g. for the laydown and storage of materials and plant plus contractor facilities). The power station also needs to be designed to be 'Carbon Capture Ready' and therefore some of the land required temporarily for construction would be reserved to accommodate any future carbon capture facilities, if and when the technology is both viable and technically feasible.



The gas connection corridor and AGI site

The gas connection corridor runs northward from the existing coal-fired power station site, crossing beneath the River Aire and the A19 to the connection point with the National Transmission System ('NTS') for gas to the west of Burn village. The pipeline would have an approximate length of 4.7 kilometres.

The permanent easement width to accommodate the gas pipeline would be approximately 15 metres (the gas pipeline itself being up to 1 metre in diameter). At this stage a gas pipeline corridor width of generally 100 metres has been adopted but, following the completion of further work to refine the pipeline route this will be reduced to identify a construction corridor for installing the gas pipeline of approximately 36 metres in width. The working width at crossing points (e.g. where the gas pipeline goes under a main road or river) would be wider. The pipeline itself would not involve any significant permanent structures above the ground (only some marker posts at key points) as it would be buried and the land would be restored following its installation. The Above Ground Installation ('AGI') Site would comprise two compounds – a National Grid compound of up to 60 x 60 metres and an equivalent EPL compound – located at the connection point of the gas pipeline with the NTS pipeline, to the west of Burn village.

EPL is currently in discussions with the relevant land owners to secure the necessary agreements for these works.

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Consultation to date

Stage 1 consultation

In September/October 2016, EPL consulted the local community and other stakeholders on its initial proposals for a new gas-fired power station, gas pipeline and other works at Eggborough.

The Stage 1 consultation provided a range of information on the proposals, including the options that were being considered in terms of the location of the new power station within the existing coal-fired power station site and for the gas pipeline corridor, amongst other matters.

A number of public exhibitions were held within the vicinity of the Proposed Development Site at which there was an opportunity to meet members of the project team, ask questions, discuss the proposals and provide comments. Over 120 people attended the exhibitions.

Comments and feedback from the consultation

Over 70 completed feedback forms were received during the Stage 1 consultation and comments were also received by email and letter. Based on the feedback received, more than 85% of people were either 'strongly in favour' or 'in favour' of the Project.

A range of comments and feedback were received, with the predominant themes being:

- the security of UK energy supplies and the contribution that the proposals would make toward this;
- the use of previously developed land within an existing power station site;
- employment generation during both construction and operation and the importance of this to the local area;
- environmental benefits (e.g. lower carbon emissions than the existing coal-fired power station) and potential impact; and
- traffic generation, especially during plant and pipeline construction, including the routes to be used by HGVs and traffic management.

What has changed since Stage 1?

Since the Stage 1 consultation closed, further work has been undertaken to develop the proposals and the following changes and decisions have been made:

- it is proposed to increase the capacity of the new power station from around 2,000 MW to up to 2,500 MW to accommodate improvements in CCGT technology and output from the same number of units;
- the coal stockyard area has been selected as the location for the new power station and as a result it has been confirmed that the electrical connection to the existing sub station at the existing coal-fired power station site would be underground;
- a preferred gas pipeline corridor, terminating at the NTS to the west of Burn village, has been selected;
- the location of the main emissions stacks has been fixed and a maximum height of 90 metres has been set for the stacks;
- the cooling technology options still under consideration are the use of new build low level wet or hybrid cooling towers (air cooling has been ruled out in consultation with the Environment Agency);
- further work has been undertaken on the layout and sizing of the main power station buildings and structures;
- the proposals include works to the existing rail infrastructure within the Site so that this could potentially be used during construction; and
- access points required for the construction of the proposed gas connection and AGI have been identified.

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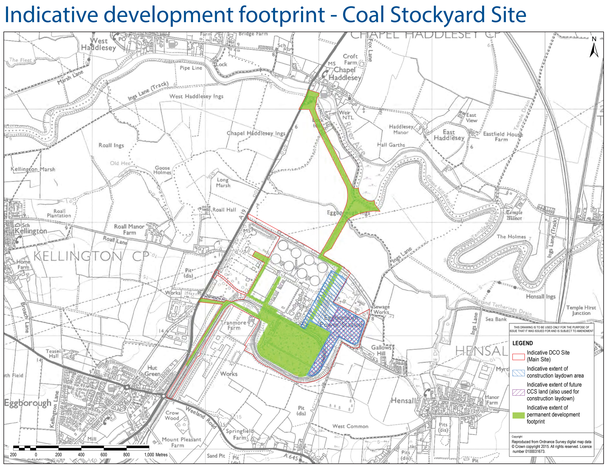
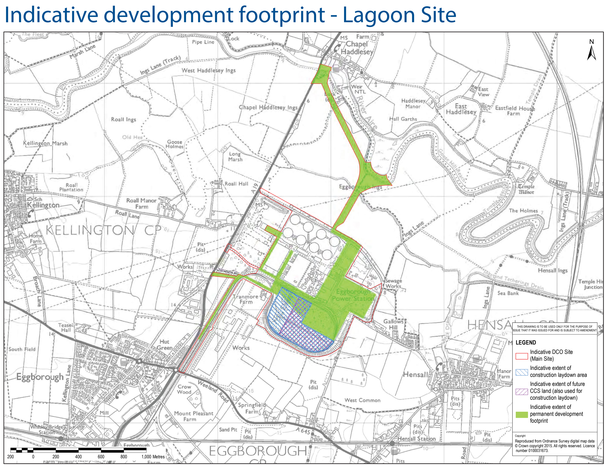
Power station siting

Several potential siting options have been considered for the new power station within the boundary of the existing coal-fired power station. At Stage 1 we consulted on two preferred options; the 'Coal Stockyard Site' and the 'Lagoon Site'.

Indicative development footprint - Coal Stockyard Site



Indicative development footprint - Lagoon Site



Following further work, the Coal Stockyard Site has been selected for the following reasons:

- the new power station would be located further away from the nearest residential properties (at Gallows Hill) and neighbouring facilities;
- the Coal Stockyard Site benefits from a greater level of screening as a result of the landscaped embankment and existing trees around its eastern and southern boundary, which would be retained;
- a shorter electrical connection would be required to the existing sub station and the cables can be routed underground reducing visual impacts and cost; and
- the ground conditions at the Coal Stockyard Site are more suitable for the piled foundations that are likely to be required for the power station.

Power station layout and appearance

Following selection of the Coal Stockyard Site, we have undertaken further work to refine the indicative concept layout for the power station. This has included:

- establishing appropriate limits of deviation for the final ground level for the power station that balances the need to minimise flood risk with that of avoiding having to import/export significant volumes of material to/from the Site;
- refining the size and orientation of the main power station buildings and structures to accommodate the main CCGT technology options so as to ensure that a 'worst case' built envelope is presented and assessed in environmental terms; and
- moving the main structures further to the west of the Coal Stockyard Site to avoid any impacts on the existing landscape bunding and to increase the degree of separation from both the residential community of Gallows Hill and the former underground mine workings of Kellingley Colliery.

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Power station layout and appearance (continued from previous board)

To provide an indication of how the new power station would look we have produced 3D images (shown below) based upon the indicative layout drawings (shown at the bottom of this board). These reflect the two different plant configurations being considered, which are called 'single shaft' and 'multi-shaft' configurations.

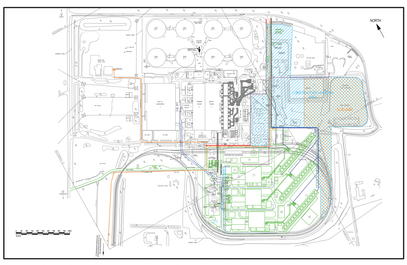
The first image is a visualisation of a 'single-shaft' configuration with three gas turbines, each with an associated steam turbine in a line. The indicative layout drawing on which this visualisation is based is also shown below.

3D visualisation for single shaft

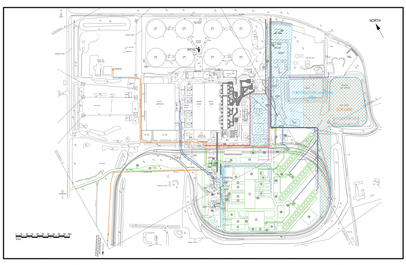
The second image is a visualisation of a 'multi-shaft' configuration, again with three gas turbines. Here one gas turbine is in a single-shaft configuration. The other two gas turbines are in a multi-shaft configuration linked to a single steam turbine. The indicative layout drawing on which this visualisation is based is also shown below.

3D visualisation for multi-shaft

Further work will be undertaken on the appearance of the power station prior to the submission of the application for consent in late spring/early summer 2017, but it will not substantially change from the images presented here.



Indicative layout for single-shaft configuration



Indicative layout for multi-shaft configuration

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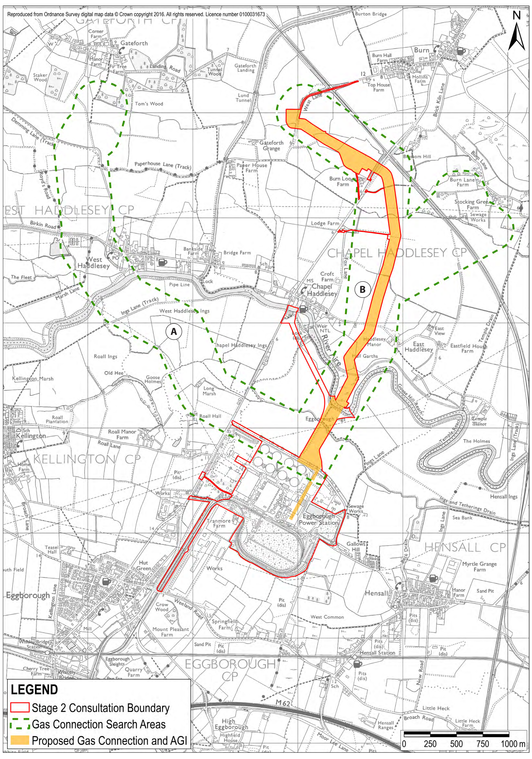
The gas pipeline and AGI

At Stage 1 we consulted on three potential gas pipeline route corridors and a number of potential connection points to the National Transmission System ('NTS'). These included:

- **Option A** - running to the north-west and connecting to the NTS south of Gateforth (adjacent to the selected NTS connection point for the proposed Knottingley CCGT power station);
- **Option B** - running north and connecting to the NTS at one of three possible points, including:
  - west of the East Coast Mainline railway, off West Lane;
  - east of the East Coast Mainline and south of Burn Lane Farm; or
  - east of the East Coast Mainline and south of Stocking Green Farm; and
- **Option C** - running east connecting to the NTS north-west of Carlton (adjacent to the selected NTS connection point for the proposed Thorpe Marsh CCGT power station).

All the route corridor options comprise mainly agricultural land and would involve crossing features such as the River Aire, drainage ditches and roads, and in some cases also the East Coast Mainline railway.

Following further analysis of technical, environmental and planning considerations, Option B (connection point off West Lane) was selected. This option offers a number of advantages over the others, including being the shortest route, avoiding the need to cross the East Coast Mainline railway and being more remote from residential properties and other sensitive receptors such as nature conservation sites.



Not all of the land within the orange shaded area would be needed for the pipeline. The pipeline itself would be up to 1m in diameter and buried to a depth of at least 1.2 metres. The 'working width' during construction (the corridor of land within which construction activities would take place) would generally be no more than 36 metres.

The majority of the pipeline would be installed using an 'open cut' method, where a trench is excavated and pipe laid within it. Where the pipeline needs to cross the River Aire and the A19, boring or horizontal directional drilling methods would be used. These involve tunnelling under the feature in question, with a section of pipeline then being fed through to connect to the sections of pipeline either side that have been installed by the open cut method.

Once the pipeline has been installed, the land would be reinstated to its former use and condition, which for the most part would be for agricultural purposes. Drainage ditches would be reinstated where necessary in agreement with land owners.

An Above Ground Installation (AGI) would be required at the connection point to the NTS off West Lane to the west of Burn village. The AGI would comprise two separate compounds; one up to 60 x 60 metres for National Grid's equipment and another equivalent compound for EPL's equipment. The compounds would accommodate a number of small buildings and the necessary connection infrastructure (much of which will be below ground).

Construction of the AGI would take up to 9 months with around 2 HGV deliveries a day during the first month of construction (for delivery of construction materials). Deliveries would be managed to avoid busy periods. Once operational, the AGI would be unmanned and on average there would be one inspection visit a week in a transit van or similar vehicle.

It is currently proposed to access the AGI for construction purposes from the A19 via West Lane through Burn village. An access from the A19 in the vicinity of Burn Lodge Farm is also proposed for the construction of the gas pipeline between the A19 and West Lane.

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Indicative Construction programme

Subject to consent and a final investment decision, construction could begin in 2019 with the power station potentially being operational by 2022. The entire site preparation and construction programme is anticipated to take approximately 3 years from commencement to start of commissioning of the power station. The gas pipeline would take around 12 months to install (within the overall construction programme). The following diagram provides an indicative construction programme.

	2019				2020				2021				2022			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Demolition of ancillary structures	■	■														
Earthworks	■	■														
Main civil works			■	■	■	■	■	■	■	■						
Process works					■	■	■	■	■	■	■	■	■			
Gas connection / AGI construction									■	■	■	■				
Commissioning													■	■		

Construction laydown and working hours

The contractor would provide temporary site facilities within a designated part of the Site. It is envisaged that the laydown area would be cleared, levelled and covered with hardstanding. It is likely that a permeable surfacing would be used that can accommodate storage of materials and placement of contractor cabins, but allows uncontaminated rain water to percolate to ground. Any hazardous materials or chemicals would be stored in separate bunded and controlled areas.

The core construction working hours would generally be Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00; however, it is likely that some construction activities would need to take place on a 24 hour basis at certain points in the construction programme. This would principally be construction activities that cannot be stopped, such as concrete slip forming. It is also proposed that activities generating low levels of noise (e.g. works internal to buildings) would also take place on a 24 hour basis where required. Where on-site works are to be conducted outside the core hours they would comply with any restrictions agreed with the Selby District Council, in particular, regarding to the control of noise and traffic.

Construction workforce

On average it is estimated that there would be around 500 construction personnel on site on a typical day, with a maximum of 1,200 workers at the peak of construction activity. This estimate is higher than that presented during the Stage 1 consultation and has been revised upwards based on the experience of other similar recent developments in order to ensure that the assessment of traffic generated during construction is robust. The peak workforce may be closer to 800 on site at any one time depending on the timing of works The peak of construction activity is anticipated to occur around the middle of the overall construction programme.

Once the power station is operational, there would be around 40 full-time staff operational power station staff employed on site on a 24 hour shift basis. Additional workers would be needed on site during plant maintenance periods and there would also be around 30 EPL corporate staff based at the site.

EPL intends to agree a plan with the local authorities which it would then implement to promote employment, skills and training development opportunities for local residents.

Construction traffic and access

Construction staff are anticipated to travel to the Site via the existing trunk road and local networks. EPL would seek to maximise sustainable transport options such as public transport, cycling and car sharing and this would be secured through a Construction Travel Plan.

At this stage it is anticipated that there would be up to three access points to the proposed power plant site and construction laydown area for vehicles during construction:

- the existing access from Wand Lane (Hensall Gate);
- the existing main coal-fired power station entrance from the A19; and
- the existing access from the A19 via Tranmore Lane (south of the main entrance).

Hazel Old Lane to the south-east of the existing coal-fired power station site would not be used during construction or normal plant operation, although may be retained for emergency access.

All three accesses are capable of accommodating normal Heavy Goods Vehicle (HGV) traffic. The Hensall Gate entrance is currently used by power station contractors and maintenance staff especially during shutdowns of the existing coal-fired power station.

At this stage it is envisaged that HGV traffic during construction would use the Tranmore Lane entrance, while construction workers would use the Hensall Gate entrance. This would leave the existing main entrance to the existing coal-fired power station available for traffic associated with other activities within the wider site.

Access for construction of the gas pipeline and AGI would be via Wand Lane, Millfield Road (east of Chapel Haddlesey), Fox Lane (near Lodge Farm), the A19 (in the vicinity of Burn Lodge Farm, both east and west of the A19) and West Lane, depending on the area of works at that time.

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Preliminary Environmental Information

An Environmental Impact Assessment ('EIA') is required to be prepared as part of our DCO application. This is currently underway and is assessing the potential effects of the construction, operation and eventual decommissioning of the Proposed Development on the environment and how to avoid or reduce any impacts that are assessed to be significant.

The assessments also take into consideration, where relevant and feasible, potential cumulative effects with any other developments in the area that are being planned or being built, including the eventual demolition of the existing coal-fired power station.

The work completed to date is set out in a Preliminary Environmental Information ('PEI') Report; copies of which are available for review here today. Copies are also available at a number of inspection locations in the local area and on the Project website (**www.eggboroughccgt.co.uk**)

The following issues have been assessed in the PEI Report:

- Air Quality
- Ecology & Nature Conservation
- Geology, Hydrogeology & Land Contamination
- Traffic & Transportation
- Landscape & Visual Amenity
- Sustainability & Climate Change
- Noise & Vibration
- Water Resources, Flood Risk & Drainage
- Cultural Heritage
- Land Use, Agriculture & Socio-Economics
- Waste Management
- Human Health

The key potential issues associated with the proposed construction and operation of the power station and associated connections at the Site are considered to be air quality, noise, cultural heritage, traffic & transport and landscape & visual amenity.

Air Quality

Emissions from the gas fired power station would be substantially less than those of the existing coal-fired power station.

We have gathered data on the existing and likely future levels of the following pollutants at locations around the Site: nitrogen dioxide ('NO_2'), carbon monoxide ('CO') and particulate matter. These pollutants are the only ones relevant to construction and operation of a project of this type.

We have used a computer model to assess emissions from the power station and how they would disperse in the environment. This has determined that the stack height should be between 80 metres and 90 metres above the ground to ensure that the pollutant concentrations from the operational power station are not significant – and in most cases are insignificant. This is substantially less than the 198 metre high stack used for the existing coal-fired power station.

Emissions from the power station would be continuously monitored and must meet tightly controlled emission levels set across the UK and Europe and regulated by the Environment Agency.

Construction air quality effects would be controlled through a Construction Environmental Impact Assessment ('CEMP') and are expected to be insignificant at nearby receptors.

Carbon dioxide ('CO_2') emissions do not form part of an air quality assessment like this, but it is a consideration. Gas-fired power stations are more efficient than those using other fossil fuels (such as coal) and result in significantly lower CO_2 emissions per megawatt of electricity generated. As some of the UK's older coal plants come to the end of their lives, this capacity can be replaced by gas-fired stations effectively reducing the CO_2 associated with power generation.

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Noise

We have assessed potential noise from construction and operation of the power station. Our assessments conclude that with appropriate mitigation all potential significant effects can be avoided.

A CEMP would be used to control construction noise and noisy activities would be restricted to daytime works only. The noise from the operational power station would be controlled through an Environmental Permit to ensure no unacceptable off-site impacts, and regulated by the Environment Agency.

Cultural Heritage

A number of designated heritage assets have been identified in the vicinity of the Proposed Development, including several within the gas connection corridor. However, the proposed routing of the pipeline means that these assets would be avoided and impacts would only be temporary during the construction phase.

A geophysical survey is being undertaken within the pipeline corridor to confirm the presence or absence of any as yet unidentified archaeological remains. This will be reported in the final ES to support the DCO application. If necessary, a suitable mitigation strategy will be developed should any such assets be identified.

Traffic & Transportation

Operational traffic associated with the Proposed Development would be limited and is not considered to give rise to significant impacts.

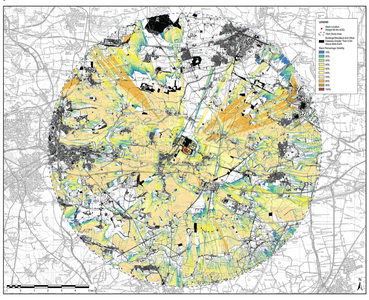
Construction traffic would use the motorway network and the A19 to access the Site avoiding residential areas wherever possible. All construction workers would arrive and depart the power plant site via the three entrances identified above. The traffic would result in small, temporary, increases of traffic flows, including HGVs, on the roads leading to the Site. However, the assessment concludes that predicted numbers of construction traffic movements would not have significant adverse effects on the road network. Nevertheless, a Travel Plan would be developed to minimise disruption on the road network and consideration would be given to the use of the existing rail spur into the Site for the delivery of construction materials where feasible.

Landscape & Visual Impacts

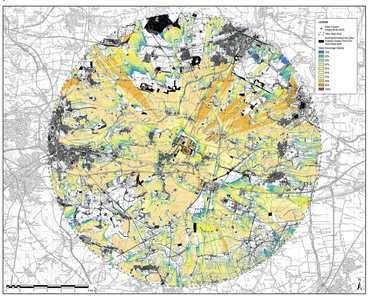
Due to the size of the structures, the Proposed Development would have potential visual effects, particularly following demolition of the existing coal-fired power station; although the scale of the Proposed Development is similar or smaller than other power stations within the surrounding area, including the existing coal-fired power station.

It should also be considered that visibility of some of the Proposed Development would be limited by existing planting and the landscaped embankment that would be retained around the Coal Stockyard Site; although some significant effects would remain.

Zone of Theoretical Visibility around 90 m CCGT stack with existing coal-fired power station present



Zone of Theoretical Visibility around 90 m CCGT stack following demolition of existing coal-fired power station



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Proposed new gas-fired power station at the existing Eggborough Power Station site

What will happen to the coal-fired power station?

In the next few years the existing coal-fired power station will cease to operate. The exact timing of the closure of the coal-fired power station and its subsequent decommissioning and demolition is still under review. However, the coal-fired power station will have ceased generation by 2022, which is the earliest date by which the new power station could be operational.

It would not be possible for the two power stations to operate at the same time, because they require the same electrical grid connection, river water intake and discharge infrastructure, and groundwater boreholes. However, there is expected to be some overlap in the timing of the demolition of the existing coal-fired power station and the construction and operation of the new power station. This is being considered within the Environmental Impact Assessment for the Proposed Development in order to provide a robust assessment of the potential combined environmental impacts.

The decommissioning and demolition of the existing coal-fired power station is being progressed independently of the Proposed Development and will not form part of the application for development consent.

Eggborough
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Eggborough CCGT Project

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The application process

Before the Project can be built, we need to apply for a Development Consent Order (a 'DCO') from the Secretary of State for Business, Energy and Industrial Strategy ('BEIS') under The Planning Act 2008.

The main parts of the DCO process are summarised below:

- We must consult on our proposals before an application is submitted and prepare a consultation report showing how we have taken the comments received during consultation into account. This event forms part of the consultation process.

- The DCO application will then be submitted to The Planning Inspectorate ('PINS'), a Government agency that is responsible for administering the DCO process on behalf of the Secretary of State.

- Following submission of the application, PINS will decide whether it can be 'accepted' for examination. If PINS confirm the application is accepted for examination we will then need to notify interested parties of this.

- The examination of the application will be run by an Inspector (known as the 'Examining Authority') appointed by PINS and must be completed within 6 months. During the examination there will be an opportunity for interested parties to make comments and attend the hearings into the Project that will be held by the Inspector.

- At the end of the examination the Inspector has 3 months to write a report and to recommend to the Secretary of State whether or not he or she should grant the DCO.

- The Secretary of State has 3 months to consider the Inspector's recommendation and make his or her decision on whether or not to grant the DCO.

- The DCO would be in the form of a statutory instrument (i.e. it would be a piece of legislation) and it can include or remove the need for various consents and powers. These include planning permission, highways works powers and the ability to compulsorily acquire land or rights over land.

- The powers and consents that we will ask are included in the DCO will be determined as our proposals develop up to the submission of the DCO application.

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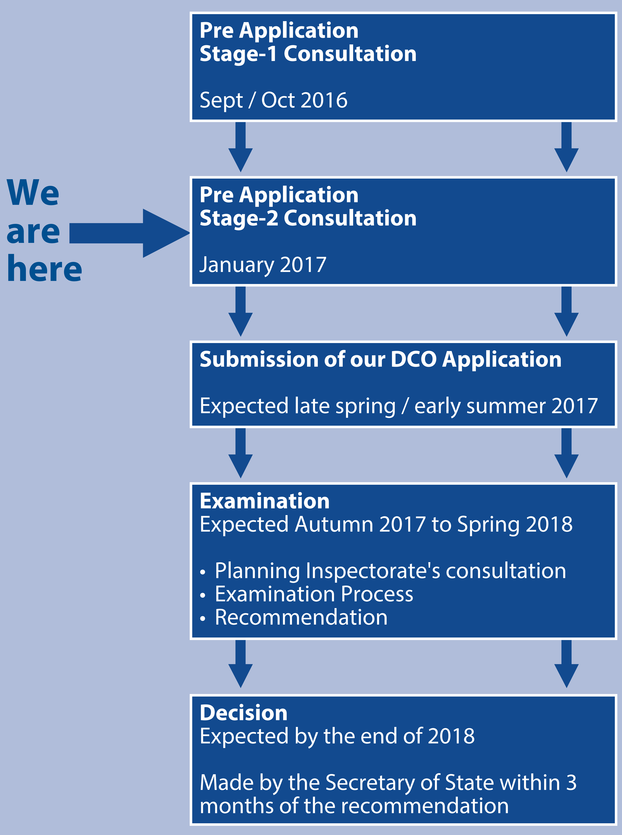
What happens next?

Further information on the DCO application process can be found at: www.infrastructure.planningportal.gov.uk or call: 0303 444 5000.

The outcome of the Stage 2 consultation will be used to help finalise our proposals in the lead up to the submission of the DCO application in late spring/early summer 2017.



Feedback and further information

As part of the Stage 2 consultation process we would be grateful if you could let us have your comments by 17 February 2017.

You can provide your comments and feedback on our proposals by:

- filling in a feedback form at this event and giving it to a member of the project team or posting it to: Eggborough CCGT Consultation, c/o Dalton Warner Davis LLP, 21 Garlick Hill, London, EC4V 2AU.
- filling in a feedback form on the project website at: **www.eggboroughccgt.co.uk**
- email: **consultation@eggboroughccgt.co.uk**

Further information on our proposals can be found at the project website: **www.eggboroughccgt.co.uk**

Thank you for attending this exhibition and for your feedback.