

Eggborough CCGT Project

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

Assessing potential environmental impacts

As part of the consenting process for the Eggborough CCGT Project, we are undertaking an Environmental Impact Assessment (EIA) to consider the impact of the Project on the environment and to develop measures to avoid or reduce any impacts (known as mitigation).

The EIA will look at all potential impacts on the environment associated with site preparation works, construction, operation and eventual decommissioning of the new power station and gas pipeline. We will also

take account of any potential impacts arising in combination with other consented and planned developments in the wider area.

Based on information currently available regarding the Project and our knowledge of the site and surroundings, a proposed scope for the EIA has been developed. This is set out in our Scoping Report, which is available to view at this event and on our project website:
www.eggboroughccgt.co.uk

The findings of the EIA will be set out in an Environmental Statement (ES) which will include:

- a description of the gas-fired power station and pipeline;
- an outline of the main alternatives considered and the reasons for the decision made with regard to matters such as siting and layout;
- the data to identify and assess the main effects which the Project is likely to have on the environment; and
- a description of the measures required to avoid or reduce environmental impacts – the proposed mitigation.

We are currently assessing the likely impacts of the Project in relation to the following environmental topics:

- air quality;
- noise and vibration;
- ecology;
- flood risk and water resources;
- geology, hydrogeology and land contamination;
- archaeology and cultural heritage;
- traffic and transport;
- land use, agriculture and socio-economics;
- landscape and visual impact;
- waste management; and
- sustainability and climate change.



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Air Quality

As part of the Environmental Impact Assessment (EIA) process, the potential impacts of the new power station on air quality will be assessed.

The power station, when operational, would result in some emissions to air, via one or more emissions stacks. These emissions would include nitrogen oxides, carbon monoxide, CO₂ and potentially additional trace pollutants. The power station would be designed to comply with the requirements of the Industrial Emissions Directive (IED) and would be regulated by the Environment Agency through an environmental permit. In overall terms, the emissions would be significantly less than the existing coal-fired power station; in particular, no dust (a common feature of coal stations) and minimal sulphur dioxide would be emitted to the atmosphere.

We are currently assessing whether one or more stacks (chimneys) would be required for the power station. The height of the stack(s) will be determined based on detailed air quality modelling and set at a height to protect sensitive receptors (e.g. people and wildlife sites) from any effects associated with the emissions. At present it is anticipated that the stack(s) would be up to 90 metres in height. For information, the main stack associated with the existing coal-fired station is approximately 200 metres high.

The air quality assessment will also consider potential impacts arising from traffic associated with the Project. However, as the fuel for the power station (natural gas) would be delivered by pipeline, there is expected to be a significant reduction in operational traffic and associated emissions compared to the existing coal-fired station.

Noise

Potential noise impacts associated with the Project will also be assessed as part of the EIA.

The closest residential properties to the new power station plant are likely to be in Gallows Hill and Hensall to the east. A number of residential properties would also be located to the west and south of the proposed site for the new power station and in the vicinity of the gas pipeline corridors currently under consideration.

Noise levels at these properties during the construction, operation and decommissioning of the Project will be predicted, and measures to reduce or control noise will be introduced to the design of the Project where necessary, in order to prevent any unacceptable noise levels at these properties.



Traffic and Transport

A preliminary assessment has been undertaken to establish the level of traffic that is likely to be associated with the Project.

The principal vehicle movements are anticipated to be associated with the construction phase of the project and therefore would be temporary. The volume of construction vehicles associated with the delivery of plant and materials and the labour force has not been determined at this stage, but based on other similar sized projects is likely to be between 600 and 900 one-way vehicle movements per day during the peak construction period.

To address the impacts of the construction phase on the transport network, a Transport Assessment will be produced. The scope for the assessment will follow the guidelines set out in relevant government guidance.

During the operational phase of the development, it is anticipated that there would be a workforce of approximately 40 people that would be required on a shift basis to be spread over a 24 hour period. Staff would travel to and from work in a variety of directions. The primary fuel source (natural gas) would be delivered by pipeline and other operational and maintenance consumables are likely to be minimal. Therefore, it is considered that the effects of operational traffic would be negligible and a detailed assessment of the operational phase of the Project is not proposed, although consideration is being given to traffic volumes during plant shutdown and maintenance periods.

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Environmental inputs to the design of the power station

Detailed baseline information is currently being collected for each environmental assessment topic to be considered in the Environmental Impact Assessment (EIA).

Sensitive receptors, including residential properties, schools, important wildlife habitats and species, and heritage assets are being identified for further assessment.

The layout and design of the new power station is being developed to avoid and

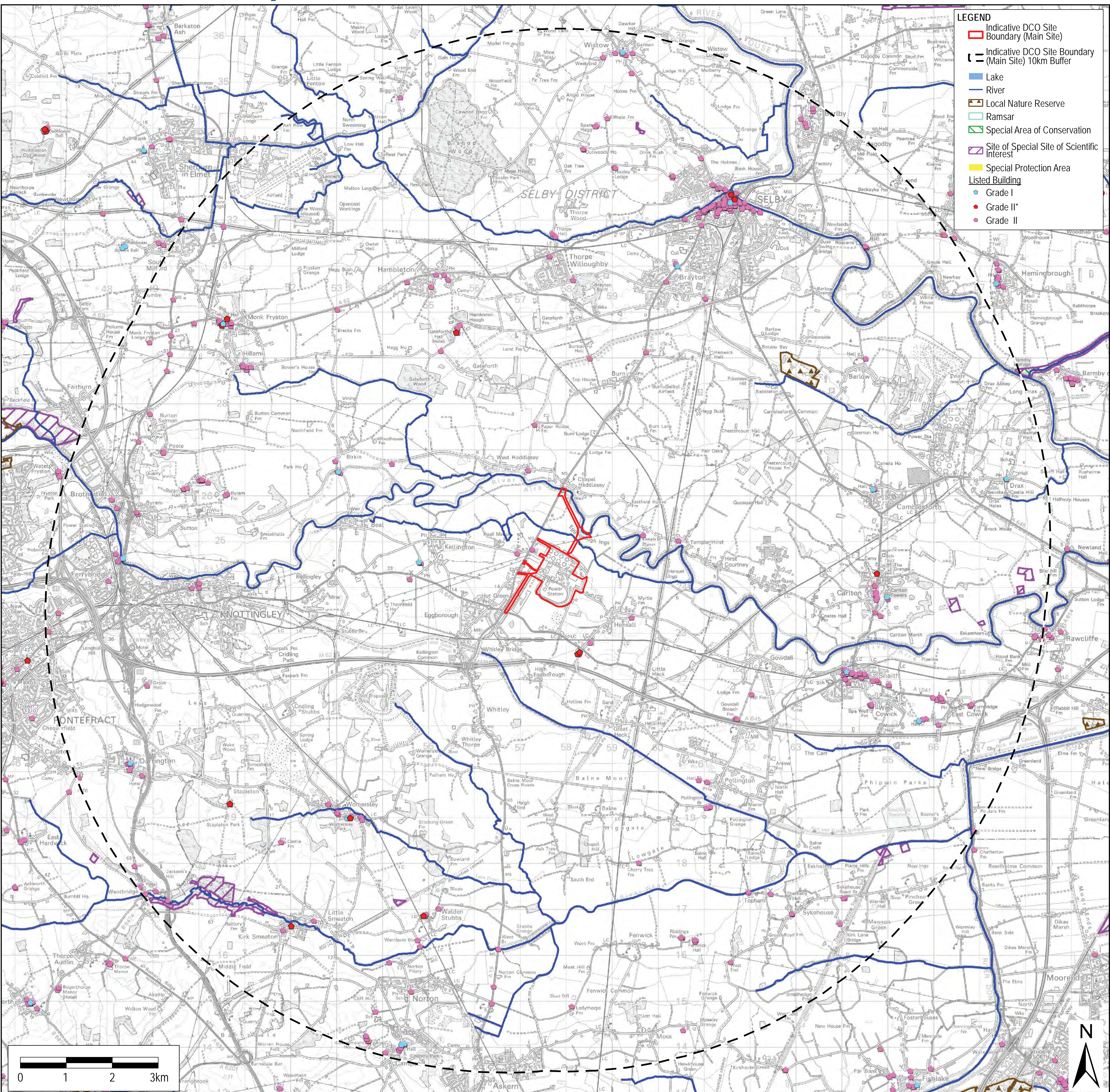
minimise environmental impacts wherever possible. For example, the suggested siting options minimise loss of existing woodland within the existing coal-fired power station site to protect the existing landscape and wildlife habitats and to make the most of the screening it provides.

The power station will also be designed to avoid any change to the existing risk of flooding on and off site.

Photomontages are being prepared from various representative points to illustrate views of the new power station from key locations around the site. These will be available during the Stage 2 consultation.

Additional mitigation will be developed as the EIA progresses, where it is needed. This may include measures that are embedded into the design of the power station, as well as method statements and management plans to control impacts during construction, operation and decommissioning.

Environmental receptors within 10km of the Main Site



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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 station and its subsequent decommissioning and demolition is still under review. However, the coal-fired 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 coal-fired station and the construction and operation of the new power station. This will be considered within the Environmental Impact Assessment for the Eggborough CCGT Project in order to provide a robust assessment of the potential combined environmental impacts.

The decommissioning and demolition of the existing coal-fired station is being progressed independently of the Eggborough CCGT Project and will not form part of the application for consent.



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The application process

Before the Eggborough CCGT Project can be built, we need to apply for a Development Consent Order (a 'DCO') from the Secretary of State for the Department of 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 (this Stage 1 consultation forms part of that consultation and will be followed by Stage 2 consultation in early 2017). We will then need to prepare a consultation report showing how we have taken the comments received during consultation into account in formulating our final proposals.
- 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 relating to 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 the DCO should be granted.
- The Secretary of State has 3 months to consider the Inspector's recommendation and make a 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.

preferred options and more developed proposals having reviewed comments received at Stage 1 and undertaken further studies.

The outcome of the Stage 1 consultation will be used to inform the development of our proposals. During the Stage 2 consultation we will consult you on our

We will advertise our Stage 2 consultation events nearer the time, through letters, newsletters, newspaper notices and the Project website.

**We
are
here**

Pre Application Stage-1 Consultation

Sept / Oct 2016

Pre Application Stage-2 Consultation

To be confirmed but expected early 2017

Submission of our DCO Application

Expected late spring / early summer 2017

Examination

Expected Autumn 2017 to Spring 2018

- Planning Inspectorate's consultation
- Examination Process
- Recommendation

Decision

Expected by the end of 2018

Made by the Secretary of State within 3 months of the recommendation

Feedback and further information

As part of the Stage 1 consultation process we would be grateful if you could let us have your comments by Friday 14th October 2016.

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/stage-1-consultation
- email: consultation@eggboroughccgt.com

Further information on our proposals can be found at the project website:

- www.eggboroughccgt.co.uk

Thank you for your attention and feedback.

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What will the new power station look like?

To help give you an idea of the scale and appearance of the new power station, we have produced some indicative 3D images for the two siting options being considered taking account of the initial layout work. These are presented below.

The 3D images are based upon a maximum ‘built envelope’ that takes account of the range of different plant technologies that could be selected for the power station. A final decision on plant technology would not be made until after consent has been received. The consented

envelope for the power station therefore needs to be large enough to accommodate the different plant technology options that are available so as not to constrain the Project at this early stage. The detailed design of the power station (following technology selection) is likely to result in many of the power station buildings and structures being smaller in scale and massing than shown here. Further work will be undertaken on the scale, massing and appearance of the power station later this year and this will form part of the Stage 2 consultation in early 2017.

3D Visualisation (Coal Stockyard Site)



3D Visualisation (Lagoon Site)

