SLOUGH MULTIFUEL PROJECT

SLOUGH MULTIFUEL EXTENSION PROJECT

ENVIRONMENTAL IMPACT ASSESSMENT

PEI REPORT - NON-TECHNICAL SUMMARY

APRIL 2022

SLOUGH MULTIFUEL PROJECT

AECOM

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Front Cover Image 3D Graphic Courtesy of Weedon Architects

DOCUMENT HISTORY

Revision	PEI Report issue		
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Signed	Peter O'Connor	**Date**	April 2022
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Document Owner	AECOM		

GLOSSARY

Term	Abbreviation
2017 TCPA Consented Slough Multifuel Project	Consented Development
Above Ordnance Datum	AOD
Air Pollution Information System	APIS
Air Quality Action Plan	AQAP
Air Quality Assessment Levels	AQAL
Air Quality Management Areas	AQMA
Best Available Techniques	BAT
Birds of Conservation Concern	BoCC
Carbon Monoxide	CO
Construction Environmental Management Plan	CEMP
Construction Traffic Management Plan	CTMP
Cooling Tower	CT
Copenhagen Infrastructure Partners	CIP
Department for Communities and Local Government	DCLG

Term	Abbreviation
Department for Environment, Food, and Rural Affairs	DEFRA
Design Manual for Roads and Bridges	DMRB
Development Consent Order	DCO
Development Consent Order Application	The Application
Environment Agency	EA
Emission Limit Values	ELV
Environmental Impact Assessment	EIA
Engineering Procurement and Construction	EPC
Environmental Permitting Regulations	EPR
Environmental Statement	ES
Examining Authority	ExA
Flue Gas Treatment	FGT
Financial Times Stock Exchange	FTSE
Greenhouse Gas	GHG
Heavy Goods Vehicle	HGV
Hectare	ha
Hitachi Zosen Inova	HZI
Human Health Risk Assessment	HHRA
Industrial Emissions Directive	IED
Institute of Air Quality Management	IAQM
Institute of Environmental Management Assessment	IEMA
Kilometre	Km
Local Air Quality Management	LAQM

Term	Abbreviation
Local Nature Reserve	LNR
Local Transport Plan	LTP
Local Wildlife Site	LWS
Megawatt electric	MWe
Metre	m
National Air Quality Strategy Objectives	NAQS
National Planning Policy Framework	NPPF
National Planning Statements	NPS
Nationally Significant Infrastructure Projects	NSIPs
Non-technical Summary	NTS
Particulate Matter	$PM_{2.5}$, PM_{10}
Planning Inspectorate	PINS
Planning Policy Guidance	PPG
Preliminary Environmental Information Report	PEI Report
Secretary of State	SoS
Simplified Planning Zone	SPZ
Slough Borough Council	SBC
Slough Heat and Power site	SHP
Slough Multifuel Extension Project	Proposed Project
Slough Multifuel Limited	SMF
Special Areas of Conservation	SACs
Special Protection Areas	SPAs
SSE Slough Multifuel Limited (SMF)	The Applicant

Term	Abbreviation
Statement of Community Consultation	SoCC
Strategic Roads Network	SRN
Town and Country Planning Act	TCPA
United Kingdom	UK
Volatile Organic Compounds	VOC
Waste Derived Fuel	WDF
Waste Incineration Directive	WID

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1.0 INTRODUCTION

1.1 Introduction

1.1.1 This document presents a Non-Technical Summary (NTS) of the Preliminary Environmental Information (PEI) Report (PEI Report) that has been prepared for the proposed Slough Multifuel Facility Extension Project (hereafter referred to as the 'Proposed Project').

1.1.2 The Proposed Project comprises works to increase the efficiency and output of the consented Slough Multifuel Facility generating station with capacity up to 50 megawatts (MW) (the "Consented Development") which was originally consented in June 2017 under the Town and Country Planning Act 1990 ('TCPA') regime (Planning Ref. P/00987/024 and P/00987/025), to achieve up to 60MW peak electrical output (MWe). As the works result in the electrical output exceeding 50MWe, the Proposed Project requires development consent (granted in the form of a Development Consent Order (DCO)) pursuant to Sections 31, 14(1)(a) and 15 of The Planning Act 2008.

1.1.3 The land for which DCO consent is being sought is referred to as the 'the Site' and comprises approximately 2.8 hectares (ha) of land, centred on the National Grid Reference SU 953 814 located on the Slough Trading Estate. It is located 2.5 kilometres (km) north-west of Slough Town Centre. The Consented Development and Proposed Project are both within the existing footprint of The Slough Heat and Power Plant, which was acquired by SSE in 2008.

1.1.4 The Site is shown on Figure 1.1 (Plan) and Figure 1.2 (Aerial) of this NTS.

1.1.5 The purpose of this NTS is to describe the Proposed Project and provide a summary in non-technical language of the key findings of the Environmental Impact Assessment (EIA) to date, for the benefit of stakeholders. The PEI Report presents:

- a description of the Site and the Proposed Project;
- information on the reasonable alternatives that have been considered;
- a summary of the likely significant environmental effects of its construction, operation (including maintenance), and decommissioning based on the preliminary environmental information compiled at the time of writing; and
- measures that are proposed to avoid or reduce such effects.

1.1.6 The PEI Report is provided to allow stakeholders to develop an informed view of the likely significant environmental effects of the Proposed Project.

1.1.7 EIA is a systematic process used to predict the adverse (negative) and beneficial (positive) effects of a proposed development; Section 2 below summarises the

process. Full technical details of the EIA process are provided within the PEI Report, Volume 1, Chapter 6 (Assessment Methodology).

1.1.8 Further information on the Proposed Project can also be found on the project website:

https://www.ssethermal.com/energy-from-waste/slough-multifuel

1.2 The Applicant

1.2.1 The Applicant is SSE Slough Multifuel Limited (SMF). SMF was established in April 2021 and is a 50:50 joint venture between SSE Thermal and Copenhagen Infrastructure Partners (CIP).

1.2.2 SSE Thermal, part of the FTSE-listed SSE plc, is a leading developer, owner and operator of flexible generation, energy-from-waste, and energy storage assets, with over 600 direct employees across the UK and Ireland. SSE Thermal's vision is to become the leading provider of flexible thermal energy in a net-zero world. SSE Thermal was granted planning permission in June 2017 to construct the Consented Development at the Site. SSE Thermal currently operates the existing Slough Heat and Power Plant.

1.2.3 Copenhagen Infrastructure Partners (CIP) was founded in 2012 and is a fund management company specialised in offering tailor made investment in energy infrastructure assets globally, in particular within the renewable energy sector. CIP are renewable market pioneers with involvement in some of the World's largest offshore wind projects and other major energy infrastructure projects in North-Western Europe, North America, and Asia Pacific. CIP has extensive biomass and energy from waste experience in the UK.

1.3 The Author of the PEI Report

1.3.1 This document has been compiled by AECOM and presents a non-technical summary of the results of the PEI Report. AECOM is a registrant to the Environmental Impact Assessment Report (EIAR) Quality Mark scheme run by the Institute of Environmental Management and Assessment (IEMA).

1.4 The Development Consent Process

1.4.1 The Proposed Project falls within the definition of a 'nationally significant infrastructure project' (NSIP) under Section 14(1)(a) and 15(2) of the Planning Act 2008 (hereafter referred to as 'the 2008 Act') as an extension of an onshore generating station in England, which (when extended) would have a capacity more than 50MW'.

1.4.2 Development consent for the Proposed Project is therefore required from the Secretary of State (SoS) for Business Energy and Industrial Strategy. This is granted in the form of a Development Consent Order (DCO). A DCO has the effect of granting consent for construction of a development in addition to a range of other consents and authorisations, as well as removing the need for some consents (such as planning permission). Consent for the operation of the generating station at over 50MW will also be sought as part of the DCO.

1.4.3 An application for development consent is submitted to the Planning Inspectorate (PINS), acting on behalf of the SoS. Subject to an application being accepted, PINS appoints an inspector (or panel of inspectors), known as the Examining Authority (ExA), to examine the application. The examination must be completed within six months, following which the ExA has three months to write a report providing a recommendation to the SoS whether to grant development consent. The SoS will then make a final decision on whether to grant development consent.

1.5 The EIA Regulations - Scoping

1.5.1 The Applicant has notified the Secretary of State in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') that it intends to provide an Environmental Statement (ES) in respect of the Proposed Project. The Proposed Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Application.

1.5.2 The purpose of the EIA Scoping process is to determine which topics should be included in the EIA and the level of detail to which they should be assessed. An EIA Scoping Report and a request for an EIA Scoping Opinion pursuant to Regulation 10 of the EIA Regulations was submitted to PINS on 17th November 2021.

1.5.3 The EIA Scoping Report (see Appendix 1A in PEI Report Volume 3) was developed with reference to standard guidance and good industry practice, as well as being informed by the EIA team's experience working on a number of other similar projects, including the EIA for the Consented Development, which was completed in December 2018.

1.5.4 The EIA Scoping Report set out:

- details of the Proposed Project (including comparison with the Consented Development) and the Site;
- a summary of reasonable alternatives considered;
- a summary of existing and future baseline conditions;
- an outline of the likely environmental effects of the Proposed Project;
- a description of the matters to be scoped in and out of the EIA;

- proposed assessment methods; and
- the proposed structure of the ES.

1.5.5 A Scoping Opinion was received from PINS on 22nd December 2021 and is included within Appendix 1B in PEI Report Volume 3. The matters raised have been reviewed and have been taken into consideration in the relevant technical assessments. Further details on the EIA Scoping Opinion are set out in *Chapter 6: Environmental Impact Assessment Methodology* of the PEI Report (Volume 1).

1.6 The EIA Regulations - PEI

1.6.1 The PEI Report has been prepared to meet the requirements of Regulation 12(2) of the EIA Regulations. In accordance with Regulation 12(2)(b), the PEI Report presents "*the information referred to in Regulation 14(2) which … has been compiled by the applicant … and ... is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)*". Regulation 14(2) describes the requirements of an ES.

1.6.2 Following the completion of an EIA Scoping Report and publication of PINS' Scoping Opinion, the EIA for a Development Consent Order (DCO) is reported in two stages:

1. the PEI Report is prepared to inform consultation with the public and other stakeholders about the Proposed Project, based on the preliminary environmental information available at the time of consultation; and subsequently
2. the ES is then prepared to accompany the Application.

2.0 EIA ASSESSMENT METHODOLOGY

2.1 EIA Methodology

2.1.1 The assessment presented in the PEI Report follows a standard EIA methodology, which is summarised in this section. It largely reflects the approach which will be taken in the ES.

2.1.2 The objective of the EIA process is to anticipate the changes (or 'impacts') that may occur to the environment as a result of the Proposed Project, such as changes to air quality or noise. In order to assess the potential impacts and effects of the Proposed Project, it is necessary to determine the environmental conditions that would exist on the Site and in the surrounding area without the Proposed Project (but with the Consented Development) for comparison. This is referred to as the 'future baseline' which is defined as 'A future date when the Consented Development is built (in 2024) and with its theoretical operation (based on the detailed design)'

2.1.3 The inclusion of the Consented Development within the 'future baseline' is because the works for the Consented Development have commenced and therefore, provides the baseline for the Proposed Project.

2.1.4 The EIA process identifies potentially sensitive 'receptors' the Proposed Project may affect (e.g., people living near the development, local flora and fauna, etc.) and defines the extent to which these receptors may be impacted by the predicted changes (i.e., whether or not the receptors are likely to experience a 'significant effect').

2.1.5 Where possible, the EIA uses best practice defined methodologies, based on legislation, definitive standards and accepted industry criteria. This is set out in detail in each technical chapter of the PEI Report, Volume 1 (Main Report).

2.1.6 Effects on the receptors can be adverse (negative), neutral (neither negative nor positive) or beneficial (positive). They can also be temporary (e.g., noise during construction) or permanent (e.g., the views of the finished buildings).

2.1.7 For the purpose of the PEI Report, adverse and beneficial effects are described as 'significant' or 'not significant'. Where the EIA predicts a significant effect on one or more receptors, proposed mitigation measures are identified to avoid or reduce the effect, or to reduce the likelihood of it happening. The use of such mitigation will be secured through the DCO, should it be granted.

2.1.8 Full details of the EIA Assessment Methodology are provided within the PEI Report, Volume 1, Chapter 6.

2.2 Environmental Impact Assessment Scoping

2.2.1 As noted in Section 1.5 above, EIA Scoping is a process designed to identify relevant topics that need to be included in the EIA and reported in the ES. In response to the Scoping Opinion, the EIA and PEI Report include assessments of the following environmental topics:

- transport and access;
- air quality;
- noise and vibration;
- ecology;
- climate;
- water resources, flood risk and drainage, and major accidents and disasters; and
- cumulative and in-combination effects.

2.2.2 The topics that have been scoped out of the EIA, in accordance with the Scoping Opinion, are:

- aviation - the engineering works comprising the Proposed Project will for the most part be internal to the buildings of the Consented Development. The new pipe external to the building envelope connects two buildings and is below the height of the existing building roofline. There are no changes to the size of the building envelope or stack from beyond that already approved under the Consented Development;
- cultural heritage - the Proposed Project will not involve any breaking of ground or underground works, and therefore has no potential to affect buried archaeology. The external changes relative to the Consented Development are considered to be negligible and not visible at above ground heritage assets, and therefore the effect on setting of assets is also scoped out;
- landscape and visual amenity - the ES for the Consented Development concluded that there were no significant landscape effects during construction or operation. The engineering works comprising the Proposed Project will for the most part be internal to the buildings of the Consented Development, with the expectation that the external works will be visible from a single direction from within the Slough Trading Estate (Liverpool Road, east of the Site);
- telecommunications - the height and the massing of the Consented Development remains unaltered by the Proposed Project and will not lead to any temporary structures such as cranes and scaffolding greater than already required by the Consented Development;

- ground conditions - no new ground disturbance is required as part of the Proposed Project;
- waste – the Proposed Project will not lead to any significant increase in construction waste over and above that from the existing Consented Development and there will be no change in the volume of fuel delivery or by products;
- human health - the Planning Inspectorate has advised that it is satisfied that matters relating to Air Quality and Noise and Vibration need not be duplicated / presented in a separate health aspect chapter; and
- socio economics - whilst there will be some minimal changes to employment during construction the Proposed Project is not anticipated to have any likely significant socio-economic effects.

2.3 PEI Approach

2.3.1 The format of the PEI Report largely reflects the proposed format of the final ES and covers the assessment topics agreed during the EIA Scoping process and the Scoping Opinion received from PINS on 22nd December 2021.

2.3.2 Volume 1 of the PEI Report is structured into chapters, as follows:

- Chapter 1: Introduction;
- Chapter 2: The Proposed Project;
- Chapter 3: Alternatives;
- Chapter 4: Existing Site Conditions;
- Chapter 5: Consultation;
- Chapter 6: Environmental Impact Assessment Methodology;
- Chapters 7 to 12 – assessments of the likely significant effects of the Proposed Project in relation to the environmental topics scoped into the EIA; and
- Chapter 13 – assessment of the likely inter-relationships between the topics covered in Chapters 7 – 12 (in-combination effects), and between the Proposed Project and other planned developments in the surrounding area (cumulative effects).
- Chapter 14: Summary of Environmental Effects.

2.3.3 Volume 2 and Volume 3 of the PEI Report comprise the figures and technical appendices (respectively) that accompany each chapter of Volume 1.

2.3.4 This NTS also forms part of the PEI Report and has been prepared to provide a non-technical summary (NTS) of the PEI Report.

3.0 ALTERNATIVES AND NEED

3.1 Introduction

3.1.1 The EIA Regulations state that the ES (and a PEI Report) should contain *"A description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment"*.

3.1.2 Chapter 3: Alternatives of the PEI Report (Volume 1) presents detailed justification for selecting the Site and a discussion of the reasonable alternatives.

3.2 Reasonable Alternatives Considered

3.2.1 The Applicant chose the Site for the Proposed Project, which was based on there already being a consented Multifuel Facility under construction and the potential for an extension to increase its efficiency and power generation. Whilst no alternative sites were considered, careful consideration was given to the suitability of the Site, the Consented Development and the location, layout and integration of the Proposed Project with the Consented Development.

3.2.2 The Site was selected for the Proposed Project for the following key reasons:

- the Consented Development is currently under construction and presented a viable opportunity to undertake engineering operations to enable an increase in generating capacity;
- the Site is located within an existing industrial area with existing off-site Combined Heat and Power opportunities;
- the Proposed Project will not require any new or additional underground or overhead cabling associated with electricity export over and above those required for the Consented Development; and
- the Site is under the control of the Applicant.

3.2.3 The nature of the Proposed Project (being an extension to the Consented Development) means there has been relatively little design evolution in comparison with an application for a new generating station, but the design of the Proposed Project may continue to evolve up to the point of the DCO application submission in response to consultation feedback and with reference to any ongoing surveys and technical studies.

3.3 The Need for the Proposed Project

3.3.1 There is a substantial body of policy and evidence in support of the national needs for new low carbon energy generation facilities and waste management facilities, which is further reflected in local planning policy.

3.3.2 The need for new electricity generation capacity of all types is set out in government policy – the Overarching National Policy Statement for Energy (NPS EN-1) (Department of Energy and Climate Change, 2011a). This explains that the Government is implementing a variety of reforms in order to promote investment to replace ageing coal-fired and nuclear power infrastructure with safe, secure, affordable and increasingly low carbon supplies of energy.

3.3.3 Energy from waste is a renewable form of generation, as the principal purpose of the combustion of waste (as fuel) is to reduce the amount of waste going to landfill in accordance with the Waste Hierarchy and to recover useful energy from that waste. The Waste Hierarchy derives from the Waste Directive as implemented by the Waste (England and Wales) Regulations 2011. The Proposed Project would represent an efficient addition to the UK stock of energy from waste power stations.

3.3.4 The Proposed Project comprises works to increase the efficiency and output of the Consented Development, to achieve up to 60MW electrical output (MWe). The increase in efficiency and generating capacity will not require any increase in the hourly throughput of Waste Derived Fuel (WDF) or in the number of approved deliveries to the facility. The existing steam connection from the Slough Heat and Power (SHP) site to the Slough Trading Estate will be used for the Consented Development to export heat and steam to offsite users. The Proposed Project will not change this, and the Consented Development will continue to be able to export heat as either steam or hot water.

3.3.5 The Proposed Project will make effective use of the Consented Development to increase generating capacity while supporting energy security and diversification.

4.0 THE PROPOSED PROJECT SITE

4.1 Introduction

4.1.1 The Site contains all of the land required for the Proposed Project.

4.2 Description of the Site

4.2.1 The Site is located within the Council administrative area of Slough Borough Council and is within the Wards of Farnham and Haymill and Lynch Hill. The Site comprises an area of 2.81 hectares.

The Site

4.2.2 The Site is broadly located within the existing Slough Heat and Power Site, which is situated within the Slough Trading Estate, a major employment area within Slough. Figure 1.1 illustrates the location of the Site.

4.2.3 The National Grid Reference of the centre of the Site is SU 953 814. The topography at the Site is predominately flat and approximately 32m above ordnance datum (AOD).

4.2.4 The Site is broadly the same as the site for the Consented Development, albeit it includes land around Cooling Tower 8 which was not included as part of the application for the Consented Development. No physical works will take place to Cooling Tower 8, but it will be solely dedicated to the Consented Development and Proposed Project. The Proposed Project Site includes all parts of the generation station.

4.2.5 The Site is located both to the north and south of Edinburgh Avenue and previously contained impermeable hardstanding and numerous buildings and structures including boiler houses, turbine halls, fuel storage facilities, switch rooms, control rooms, offices and various other ancillary plant associated with power generation. These decommissioned plant and buildings have been cleared in advance of construction work starting on the Consented Development which commenced in May 2021 and is now underway with completion expected in early 2024.

4.2.6 Slough Heat and Power (SHP) Plant, which is the wider site within which the Consented Development and Proposed Project are situated, provides various services to businesses on the Slough Trading Estate, including electricity distribution and distribution and supply of heat and potable water. It also includes other ancillary services such as water treatment, operations and maintenance, and cooling water.

4.2.7 The SHP Plant is designed, operated, and permitted in accordance with the Waste Incineration Directive (WID), now transposed into the Industrial Emissions Directive (IED) (Special Provisions for Waste Incineration Plants and Waste Co-

Incineration Plants) (2010/75/EU) and operates independently with a separate fuel store and deliveries.

4.2.8 The main large structures remaining within the SHP site currently comprise the Boiler 17 plant and equipment which is 30m high along with its associated 104m high north stack located adjacent to Edinburgh Avenue. The two cooling towers, one of which is within the Site boundary for the Proposed Project (CT8), are located to the north of Edinburgh Avenue and are approximately 49m high. Other buildings include an office, electrical switch rooms, a turbine hall, a package boiler and associated stack and a large fuel shed. These are being retained and are not part of the Consented Development demolition works.

Site Access

4.2.9 There are no new accesses being created as part of the Proposed Project.

4.2.10 A number of existing vehicular accesses to the Site will continue to be used for the Proposed Project (refer to Figure 2.4) and are as follows:

1. The main HGV access point in the northwest of the Site which will have lockable gates and a barrier;
2. Access off Greenock Road, to the south of the Site;
3. Car access off Harwich Road located immediately to the south of the package boiler in the southeast corner of the SHP site;
4. Car access via 342 Edinburgh Avenue to the staff car park;
5. The HGV exit to Edinburgh Avenue in the northeast of the Site. This will have an auto-activated gate; and
6. A manually operated gate to access the Cooling Tower compound for either small lorries or pedestrians located mid-point between the two towers along Edinburgh Avenue.

4.2.11 There are further access/egress points, including pedestrian access, on the SHP site, however these are not relevant to the Proposed Project and hence are not discussed further.

4.3 The Surrounding Area and Potential Environmental Receptors

4.3.1 The Site is predominantly flat and lies within the Thames Valley, approximately 4km north of the River Thames, surrounded by the conurbation of Slough. Windsor is approximately 5km south of the Site and Maidenhead is approximately 7km west of the Site.

4.3.2 The area surrounding the Site is occupied by various industrial, warehouse and retail businesses, both large and small, typical of much of the Slough Trading Estate, which covers an area of approximately 158ha. The nearest of these

commercial receptors is an industrial unit located 30m north and west of the Site on the northern side of Edinburgh Avenue. An industrial warehouse unit is located approximately 50m south of the SHP site boundary (refer to Figure 4.2) and a confectionary factory, which is located directly across Fairlie Road, west of the SHP site boundary.

Residential Receptors

4.3.3 The nearest residential properties are located approximately 180m north of the site on Bodmin Avenue, with the nearest park and green space area, Kennedy Park, situated approximately 400m northwest of the Site (refer to Figure 4.3)

Ecological Receptors

4.3.4 Twenty-three statutory sites designated for nature conservation were identified within the stated desk study areas (15km for international and 5km for national). The closest include:

- Haymill Valley Local Nature Reserve, approximately 0.9 km west of the Site;
- Cockherd Wood Local Nature Reserve, approximately 1.4 km north-west of the Site; and
- Burnham Beeches Special Area of Conservation and National Nature Reserve, approximately 2.9 km north-west of the Site.

4.3.5 Five non-statutory sites designated for nature conservation were identified within 2km of the Site, the nearest being Haymill Valley Local Wildlife Site (LWS) which is 0.8 km west of the Site.

4.3.6 Two Ancient Woodland Inventory (AWI) sites are also present within 2 km, one 1.8 km north of the Site and the other 2 km north-west of the Site.

4.3.7 Notable bird species (i.e., listed as Red or Amber Listed Birds of Conservation Concern (BoCC) (Eaton et al 2021)) recorded within or adjacent to the Site included peregrine falcon, herring gull, lesser black-backed gull, swift, grey wagtail, wood pigeon, dunnock, and starling (Sturnus vulgaris).

Public Rights of Way Near the Site

4.3.8 The Site is not crossed by any public rights of way.

4.4 The Consented Development

4.4.1 The Consented Development comprises the demolition of redundant plant and buildings on the Site and the construction and operation of the Slough Multifuel Facility. The Consented Development is currently under construction and, as consented, will comprise an enclosed tipping hall and fuel storage bunker, a Turbine hall, a Boiler house, a Flue Gas Treatment (FGT) plant and Ash handling facilities.

4.4.2 The Consented Development will provide a multifuel generating station that will convert Waste Derived Fuel (WDF) into low carbon electricity and heat based on continuous operation.

4.4.3 The Consented Development has a granted generation capacity of up to 50MWe; the Proposed Project will increase the generation capacity to up to 60MWe.

Plate 4.1 – Tipping Hall Construction Area, Consented Development Construction Works (April 2022)

Consented Development – Construction Programme

4.4.4 The construction work is being undertaken by the Engineering, Procurement and Construction (EPC) contractor Hitachi Zosen Inova (HZI). Following completion of the demolition works and enabling works, the main construction work began in May 2021 and is expected to be complete in early 2024

4.4.5 To facilitate the construction phase of the Consented Development a dedicated offsite parking facility with 120 spaces has been provided for construction workers located at Whitby Road railway siding. There is also a parking facility for 25 cars at 689 Stirling Road and a space for offloading mini buses safely. This facility will be used for the Proposed Project construction phase which is intended to run parallel to that of the Consented Development. Should the Proposed Project be delayed only the Stirling Road offsite parking would be required to be used due to the reduced numbers of construction staff associated with the Proposed Project (compared with the current construction works for the Consented Development).

Plate 4.2 – Exit Ramp Concrete Works, Consented Development Construction Works (March 2022)

Plate 4.3 – Feed Hopper Openings Consented Development Construction Works (March 2022)

5.0 THE PROPOSED PROJECT

5.1 Description of the Proposed Project

5.1.1 The purpose of the Proposed Project is to extend the generating capacity of the Consented Development from 50MWe to 60MWe. The Proposed Project includes different and additional technology within the buildings being constructed for the Consented Development that can generate a higher peak output from the same fuel throughput, along with some very small external works (namely an external above ground pipe run on a consented pipe rack alongside other consented pipes).

Overview of the Proposed Project Infrastructure

5.1.2 The Proposed Project involves the mechanical modification of the Consented Development and provision of additional systems including:

- heat exchanger bundles (internal to the existing Consented Development building envelope);
- external and internal above ground pipework and valves;
- pipe supports (external and internal);
- thermal insulation (external and internal works);
- instrumentation (internal to the existing Consented Development building envelope);
- cabling and containment (internal); and
- mechanical modifications to the steam turbine inlet control system (internal works).

5.1.3 The increase in efficiency and generating capacity will not require any increase in the hourly throughput of Waste Derived Fuel (WDF) or the number of approved deliveries to the facility.

5.1.4 The consented building envelope (structure) and architecture of the Consented Development, currently under construction, will remain unchanged.

Electricity Export

5.1.5 This Proposed Project will not require any new or additional underground or overhead cabling associated with electricity export over and above those required for the Consented Development.

5.2 Construction Phase – Programme and Activities

Construction Programme and Staffing

5.2.1 Construction of the Proposed Project will commence as soon as practical subject to development consent being granted and the discharge of any relevant DCO

requirements, and it is intended that it will be completed before the Consented Development enters operation. It is expected that it will be undertaken within and in parallel with the existing Consented Development construction programme; it is not expected that there would be any change to the existing consented facility construction duration.

5.2.2 There will be a small increase in construction staff of around 20 persons over a two-month installation period for the Proposed Project.

5.2.3 A bus facility operates between the car park and Site. There is also a parking facility for 25 cars at 689 Stirling Road and a space for offloading mini buses safely. There is no change to these arrangements for Site construction staff as a result of the Proposed Project.

5.2.4 The hours of construction work for the Proposed Project will be as per those for the Consented Development.

Construction HGV Movements

5.2.5 There will be approximately 20 Heavy Goods Vehicles (HGV) deliveries over the two-month period (an average <1 HGV arrival per day). This will relate to delivery of a small amount of additional pipework and labour resources to install the infrastructure associated with the Proposed Project over a two-month construction period.

5.2.6 There will no abnormal weight or large sized vehicles required for the Proposed Project.

Construction Site Management

5.2.7 Construction works on site for the Consented Development are controlled through an existing agreed Construction Environmental Management Plan (CEMP) which describes the mitigation measures for the works. This approved CEMP would continue to be used for the Proposed Project which is directly relevant and applicable due to the same nature of the works and site location of the Proposed Project to that of the Consented Development. The aim of the CEMP is to reduce nuisance impacts from:

- Use of land for temporary laydown areas, accommodation, etc.;
- Construction traffic (including parking and access requirements);
- Noise and vibration;
- Dust generation;
- Waste generation, segregation and disposal in accordance with the waste hierarchy; and
- Working hours and a procedure for consenting exceptions.

Construction Activities

5.2.8 The construction works associated with the Proposed Project are predominately within the boiler house and turbine hall, with a single external pipe run between these two buildings (and not expected to be visible outside the Site, other than from a specific location along Liverpool Road) on a pipe rack to be installed as part of the Consented Development (i.e. the pipe rack will be constructed as part of the Consented Development with external pipes, and the Proposed Project will add 1 additional pipe to this pipe rack).

5.2.9 The main differences from the Consented Development comprise the following:

- A boiler primary air preheating system will be provided to increase the thermal efficiency of the generating station. The new preheating system will comprise heat exchanger bundles, pipework, valves, pipe supports, thermal insulation, instrumentation, cabling, and containment.
- A boiler secondary air preheating system will be provided within the consented building envelope to increase the thermal efficiency of the generating station. The new preheating system will comprise of heat exchanger bundles, pipework, valves, pipe supports, thermal insulation, instrumentation, cabling, and containment.
- The actuated steam turbine inlet control valve will be mechanically modified to allow the steam capacity to be increased. This increase in steam capacity will allow the power capacity of the generating station to be increased.
- The turbine control system and distributed control system software will be modified to account for the physical changes to the generating station and to allow for an increase in generating capacity.
- The generating station will be commissioned and fully tested at an increased level of performance.

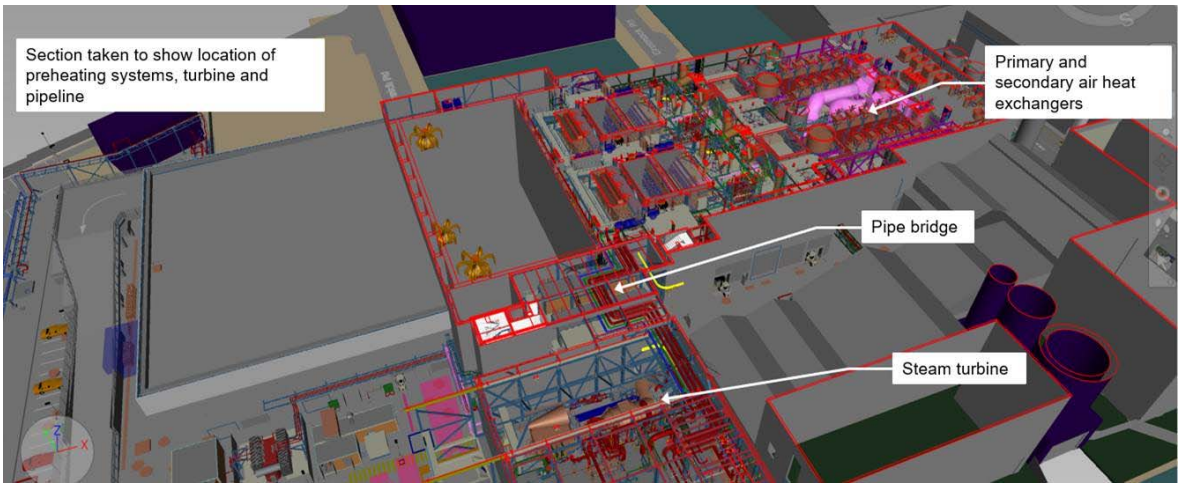


Plate 5.1 – 3D Model Section View of Consented Development with external pipework and pipe supports (Note – Proposed Project external pipework is coloured blue)

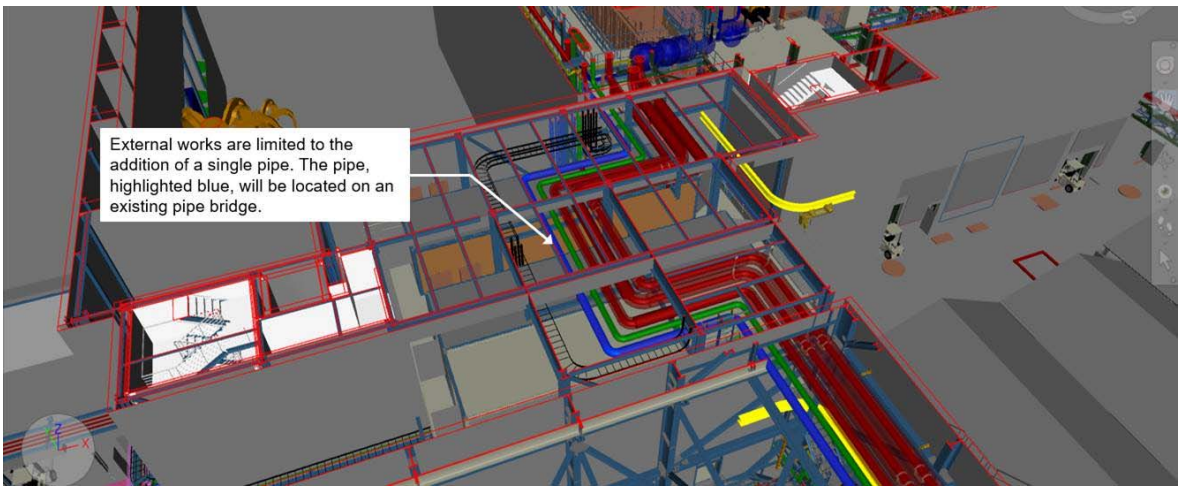


Plate 5.2 – 3D Model Close-up Aerial View of Consented Development with external pipework and pipe supports (Note – Proposed Project external pipework is coloured blue)

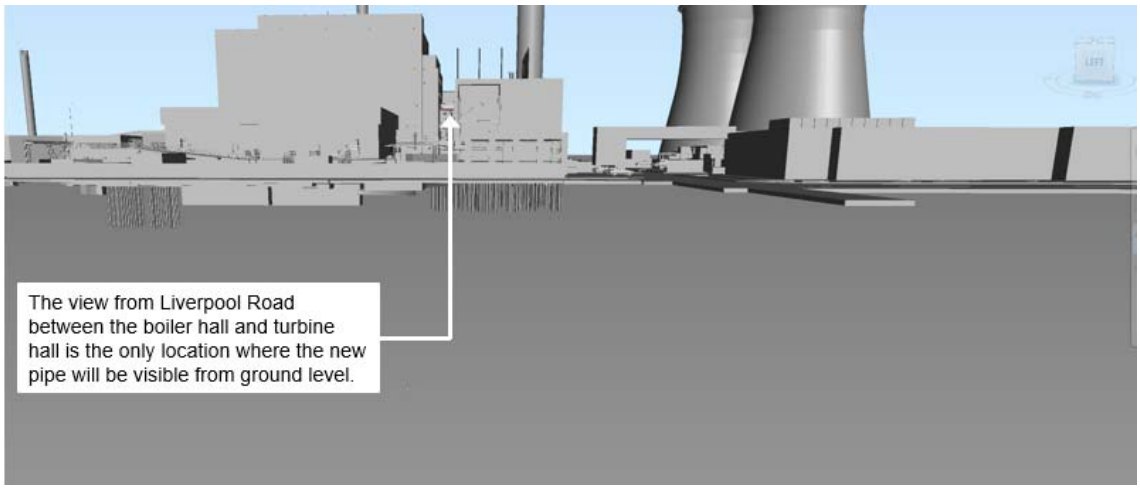


Plate 5.3 – 3D Model Aerial View (Bare Earth view from Liverpool Road of Consented Development with external pipework and pipe supports looking between turbine hall and boiler hall (Note – Proposed Project external pipework is coloured blue)

5.3 Operational Phase

5.3.1 The additional electricity generated by the Proposed Project comes from raising the temperature of the combustion air fed into the boiler by providing pre-heaters. As the incoming air will be at a higher temperature, less fuel is required to achieve the design output. If the same amount of fuel is burned, then more steam will be produced which can be used by modifying the steam turbine inlet system to increase the output.

5.3.2 The existing steam connection from the SHP site to the Slough Trading Estate will be used for the Consented Development to export heat and steam to offsite users. The Proposed Project will not change this, and the Consented Development will continue to be able to export heat as either steam or hot water, depending on the requirements of the consumer. There will continue to be 20MW thermal energy available to export.

5.3.3 Cooling Tower 8 and its associated pumps will be utilised by the Proposed Project. The Proposed Project will not result in any change to the consented building envelope and architecture, currently under construction, for the Consented Development, other than a single external pipe on a consented external pipe rack with four other pipes. The reason Cooling Tower 8 is included is because it will be dedicated to the Slough Multifuel Facility following completion of the Proposed Project, whereas for the Consented Development it was a shared infrastructure.

Fuel Type

5.3.4 The Proposed Project will utilise the same fuel type (WDF) approved for the Consented Development. The maximum hourly fuel throughput will not increase from the Consented Development.

Operational Phase Hours of Operation

5.3.5 It is expected that the Proposed Development will operate for approximately 8,000 hours per annum (to allow for offline periods for maintenance), which is as per the Consented Development. However, for the purpose of the PEIR, assessments have been undertaken on the basis of the Proposed Development operating continually, for twenty-four hours per day, seven days a week (i.e. for a total of 8,760 hours per annum) so that a "worst case scenario" has been assessed. This again is as per the assessments for the Consented Development. The Proposed Project will not lead to an increase in operational hours.

Operational Phase HGV Movements

5.3.6 There will be no change in the number of road traffic deliveries during the operational phase due to the Proposed Project.

Operational Phase Staffing

5.3.7 The Proposed Project will be operated and managed by suitably qualified and trained personnel. The Proposed Project would not change operating staff numbers from the Consented Development.

5.4 Decommissioning Phase

5.4.1 The Proposed Project will be an extension to the Consented Development and is expected to have a design life of at least 30 years with the possibility of extending this to 50 years. At the end of operation, it would be expected that the plant will have some residual life remaining, and an investment decision would then be made based on the market conditions prevailing at that time.

5.4.2 At the end of its operating life, the most likely scenario is that the plant and all equipment will be shut down and removed from the Site. Prior to removing the plant and equipment, all residues and operating chemicals would be cleaned out from the plant and disposed of in an appropriate manner.

5.4.3 The Proposed Project will be an integral part of the Slough Multifuel Facility and would therefore be decommissioned alongside the Consented Scheme.

6.0 SUMMARY OF ENVIRONMENTAL EFFECTS

6.1.1 An assessment of the environmental effects of the Proposed Project during its construction, operation (including maintenance) and eventual decommissioning has been completed for each of the topics identified in Section 2.2 above.

6.1.2 The preliminary conclusions on the likely significant environmental effects of the Proposed Project are described within the PEI Report Main Report (Volume 1). This section of the NTS provides a brief summary of the overall findings of the PEI Report.

6.2 Transport and Access

Introduction

6.2.1 The traffic and transportation assessment identifies the potential effects of the Proposed Project on local roads. The assessment considers the predicted number of vehicle movements generated during the construction and operation of the Proposed Project, and the sensitivity (including pedestrian and cyclist safety) and capacity of the local road network.

6.2.2 There will be no requirement for new site access for the Proposed Project in any phase.

Effects During Construction

6.2.3 The agreed Construction Traffic Management Plan (CTMP) for the Consented Development will apply to staff for the Proposed Project in terms of site access and the requirements for car sharing.

6.2.4 As per the Consented Development, staff will not be allowed to park at the Site or on public roads and streets around the Site. The temporary off-site car park located on Whitby Road that is part of the Consented Development will be used for the Proposed Project staff during the two months construction period. Shuttle buses will operate between the off-site car parking facility and the site drop-off point to the rear of Building 689 Stirling Road.

6.2.5 In addition, it is estimated that a total of 20 HGV deliveries will be required, spread over the two-months construction period, which would result in an average of one additional HGV vehicle (two two-way movements) per day. The HGV deliveries will be managed through the CTMP to avoid morning and afternoon peak hours wherever practicable.

6.2.6 Due to the low number of additional staff cars and HGVs that the construction of the Proposed Project is forecast to generate, the overall effect of the construction of the Proposed Project is considered to be negligible. In addition, the impact of the construction traffic will only be for two months and will therefore be a short-term effect.

6.2.7 Due to low traffic generation, it is not considered necessary to undertake traffic surveys.

Effects During Operation

6.2.8 The fuel tonnage and residual ash associated with the Consented Development with the Proposed Project will not increase (relative to the Consented Development) and therefore there will be no change to the number of deliveries or to or departures from the Consented Development Site during operation. Also, there will be no change to staff numbers during the operational phase, and therefore there will be no impact on transport and access during the operational phase. Operational effects have been scoped out with the acknowledgement of PINS

Effects During Decommissioning

6.2.9 Effects during decommissioning are anticipated to be comparable to, or less than, those for construction activities (and controlled similarly) and therefore considered to be not significant. It is also expected that decommissioning impacts associated with the Proposed Project will be indistinguishable from those associated with the Consented Development.

6.3 Air Quality

Introduction

6.3.1 PEI Report Volume 1 Chapter 8 presents the potential effects of the Proposed Project on air quality this includes potential impacts to both human health, sensitive receptors, and general environmental impacts.

Effects During Construction

6.3.2 The engineering works comprising the Proposed Project will for the most part be internal to the buildings of the Consented Development and will not lead to any significant increase in construction. No demolition or additional ground disturbance (i.e., no additional dust generation) is anticipated as part of the Proposed Project.

6.3.3 No specific additional mitigation has therefore been identified as necessary for the construction of the Proposed Project, other than the embedded, industry standard good practice measures in place for the Consented Development, such as using water suppression to control dust and regular cleaning to minimise mud on roads, employment of wheel wash system at Site exists, and minimising vehicle and plant idling.

Effects During Operation

6.3.4 The pollutants considered within the assessment of emissions for the main stack are primarily those prescribed within the IED (European Commission, 2010). For the Consented Development.

6.3.5 There are four Air Quality Management Areas declared by Slough Borough Council, none of which are within the Site or within 1 km of the Site. The nearest is 1.3 km south-east of the Proposed Project.

6.3.6 The predicted concentrations for the Future Baseline scenario with the theoretical operation of the Consented Development has been calculated as less than 75% of the assessment level (when also considering existing air quality). It is reasonable to conclude therefore that the relevant air quality objectives are not at risk of being exceeded due to the Consented Development.

6.3.7 The Proposed Project will not emit any more pollutants into the atmosphere than the Consented Development. The additional heat generated by the more efficient plant will be utilised to generate additional electrical power, without the need for more fuel. The temperature and momentum of the gases being released from the existing stack will not change due to the Proposed Project. No impact is therefore anticipated on air quality.

Effects During Decommissioning

6.3.8 The decommissioning phase would happen at the same time as the Consented Development and would be indistinguishable from the impacts associated with the Consented Development. There may be some additional road trips, but this would be imperceptible compared with the total number of trips associated with the decommissioning of the Consented Development. No impact is therefore predicted during this phase of the Project.

6.4 Noise and Vibration

Introduction

6.4.1 PEI Report Volume 1 *Chapter 9 Noise and Vibration* presents the likely significant noise and vibration impacts of the Proposed Project on surrounding environment.

6.4.2 The dominant sources of sound in the area are considered to be noise from the remaining operational plant at Slough Heat and Power Plant (SHP), the Trading Estate, and from local road networks.

6.4.3 During noise monitoring the existing plant at the Site was operating under normal conditions so noise levels measured at receptor locations can be considered as typical. Noise associated with existing plant at the Site is considered to be part of the existing baseline noise climate.

6.4.4 The Consented Development is planned to be completed and operational in 2024. There are not known to be any new developments prior to 2024 that will result in increased ambient noise levels in the study area. The Consented Development will introduce a new noise source into the area, which may affect ambient noise levels at sensitive receptors. Consequently, the future baseline may be higher than

the current baseline (although this has previously been assessed as an acceptable change).

Effects During Construction

6.4.5 The Proposed Project will not result in any change to the consented building envelope and architecture with the majority of works taking place internally. The only expected external amendment associated with the Proposed Project to the Consented Development will be the presence of an additional pipe that will be located on a consented pipe rack between the Consented Development boiler hall/tipping hall and the turbine hall. This work will not require any new or different construction plant than has already been considered and assessed for the Consented Development. Consequently, construction noise will not be any different from that assessed for the Consented Development.

6.4.6 In the unlikely event that the construction of the Proposed Plant occurs later than planned, and not simultaneous with the construction of the Consented Development, the impact on noise is expected to be negligible and less than that currently produced by the Consented Development.

6.4.7 There will be approximately 20 HGV deliveries over a two-month period (which averages at less than one HGV delivery per day), and 2 minibus journeys per day over the two-month period. This is less than what is required for the Consented Development and the impacts associated with traffic noise are therefore predicted to be negligible.

Effects During Operation

6.4.8 The Proposed Project will operate for twenty-four hours per day, seven days per week with periodic offline periods for maintenance on each line. All new noise generating plant in the Proposed Project will be located internally and will not produce any additional noise than assessed in the Consented Development. Additionally, all new plant will be required to comply with the Consented Development planning condition noise limit of 60dB LAeqT at the site boundary. As such, noise emissions will be consistent with the Consented Development, which was identified as negligible and not significant.

Effects During Decommissioning

6.4.9 During the decommissioning of the Proposed Project, effects are considered to be comparable to, or less than, those for construction activities (and controlled similarly) and therefore considered to be not significant. It is also expected that the decommissioning impacts of the Proposed Project will be indistinguishable from the decommissioning of the Consented Development.

6.5 Ecology

Introduction

6.5.1 PEI Report Volume 1 *Chapter 10 Ecology* presents the findings of an assessment to identify the potential significant impacts of the Proposed Project on valued biodiversity assets in the surrounding Site area.

Effects During Construction

6.5.2 The nearest designated site, Haymill Valley Local Nature Reserve (LNR) /Local Wildlife Site (LWS), is located approximately 800m to the west of the Site, and therefore sufficient distance from the construction activities onsite not to be affected. Designated sites are therefore anticipated to experience a negligible effect.

6.5.3 The temporary loss of protected species habitat within the SHP Site due to the demolition works associated with the Consented Development will not be significantly altered by the two-month construction phase for the Proposed Project.. The additional 2-month duration of the construction of Proposed Project is considered a short-term effect and therefore a negligible adverse effect on protected species. The impact and effects for peregrine falcon are provided separately as a confidential appendix to this PEI Report, but in summary, are negligible significance. The impacts and mitigation measures would not significantly differ if the Consented Development and Proposed Project works were not completed in parallel. It would be expected that there would be minor and localised disturbances however, these would be limited considering the extent and duration of the Proposed Project works.

6.5.4 The presence of Cotoneaster (a non-native invasive species) places a legal obligation to avoid its spread beyond the Proposed Project boundary. As the extent of cotoneaster is limited and the location where it occurs will not be disturbed by the Proposed Project, it not expected that any spread will occur, and therefore there would be no effect.

Effects During Operation

6.5.5 The operational phase of the Proposed Project will have no effect on nature conservation designations due to no additional air or noise emissions from the Proposed Project. There will also be no effect on ancient woodlands or breeding birds.

6.5.6 Biodiversity Net Gain is not currently a legal requirement for NSIPs under the Environment Act 2021 for the Proposed Project. Enhancement has been already included as part of the Consented Development in the form of a financial contribution to improve the area between Stirling Rd and Bodmin Avenue (mainly additional trees) as well as a contribution to City of London to spend on AQ monitoring at Burnham Beeches.

Effects During Decommissioning

6.5.7 During the decommissioning of the Proposed Project, effects are considered to be comparable to, or less than, those for construction activities (and controlled similarly) and therefore considered to be not significant. They will be indistinguishable from the impacts associated with decommissioning the Consented Development.

6.6 Climate

Introduction

6.6.1 PEI Report Volume 1 Chapter 11 Climate presents the potential effects of the construction, operation and decommissioning of the Proposed Project in relation to climate change and sustainability.

Effects During Construction

6.6.2 The construction activities associated with the Proposed Project are not expected to change the climate resilience of the Slough Multifuel Facility. The works are predominately internal, with no changes proposed to the consented building envelope, and the only external works being associated with a new, short section of above ground pipe. This effect is therefore considered to be negligible. There is construction traffic associated with the Proposed Project but this will be minimal however and will not exceed the peak construction traffic level associated with the Consented Development and is therefore, considered negligible. It is not expected to be more than 20 vehicles in total over a two-month construction period (<1 per day on average). For comparison the peak period of construction of the Consented Development led to approximately 100 HGV deliveries in a 24-hour period.

6.6.3 Construction emissions will be fully calculated within the Environmental Statement utilising activity data.

6.6.4 Furthermore, the number, scale and duration of additional construction equipment will be relatively small, and the construction related Greenhouse Gas (GHG) emissions will therefore be minimal, leading to an effect of negligible significance.

Effects During Operation

6.6.5 The Proposed Project is anticipated to increase the electricity exported from 45.3MWe to 53.3MWe, with an allowed change from up to 50MWe to up to 60MWe. As this change will not demand any increase in input waste derived fuel (WDF) compared to the Consented Development, there will be no change in emissions from combustion of WDF as a result.

6.6.6 The impact of using grid electricity based on the latest 2021 electricity value, represents a saving, as there is no change in GHG emissions from the Consented Development, but a saving in GHG emitted per tonne of fuel input. Total GHG emissions associated with the Proposed Project do not exceed 1% of the

corresponding UK carbon budget limits. Therefore, the GHG emissions are considered as having a 'Low' magnitude and therefore are of minor beneficial significance.

6.6.7 Allowances for predicted increases in rainfall and storm intensity due to climate change will be addressed within the Environmental Statement; this will be in line with the maximum percentile estimations for peak rainfall and storm intensities predicted for the 2080's.

6.6.8 The assessment has considered the Proposed Project's resilience to climatic extremes. On the basis that proposed works and the external pipe is already exposed to very high temperatures due to its nature and purpose of use; it is considered that a change to global temperatures and other climatic parameters will have a negligible impact on the ability of the Slough Multifuel Facility to continue operating safely and efficiently, and therefore no influence on its effectiveness.

Effects During Decommissioning

6.6.9 During the decommissioning of the Proposed Project, effects from GHG emissions from site plant are considered to be comparable to, or less than, those for construction activities (and controlled similarly) and therefore also considered to be not significant.

6.7 Other Issues

Introduction

6.7.1 PEI Report Volume 1 Chapter 12 Other issues presents an assessment of topics that have not been scoped out of the EIA but are not expected to have likely significant effects. This includes flood risk and drainage, as well as major accidents and disasters.

Flood Risk and Drainage

6.7.2 The Site is not located near an Environment Agency (EA) 'main river' or 'ordinary watercourse'. The nearest watercourse is 1.1 km to the east of the Site.

6.7.3 There will be no additional water consumption or water discharge to that of the Consented Scheme as a result of the Proposed Project. The operational Proposed Project will also not change the footprint or drainage system of the Consented Development, bar a short section of above ground pipework.

6.7.4 The existing CEMP for the Consented Development contains good practice methods that are established and effective measures to which the Proposed Project will be committed.

6.7.5 The existing drainage infrastructure is considered to be adequate for the Consented Development and Proposed Project, and the Proposed Project is not expected to lead to any effect on drainage or flood risk.

Major Accidents and Disasters

In the absence of the Proposed Project, the threat of major accidents occurring is (as with most industrial facilities) a possibility but unlikely. The risk and threat of any major accidents occurring, including fire risk from increased temperature of combustion gas, would not change due to the Proposed Project. The effect is therefore considered to be one of No Change.

6.8 Cumulative and Combined Effects

6.8.1 The potential for cumulative effects with other developments in the surrounding area have been considered in the PEI Report. It has also considered in-combination effects, where multiple impacts associated with the Proposed Project may together affect a single receptor differently to when considered in isolation.

6.8.2 Primarily due to the negligible effects associated with the Proposed Project, no significant cumulative effects or in-combination effects have been identified.

7.0 SUMMARY AND CONCLUSIONS

7.1.1 The PEI Report explains the interim findings of the EIA process that has been undertaken for the Proposed Project.

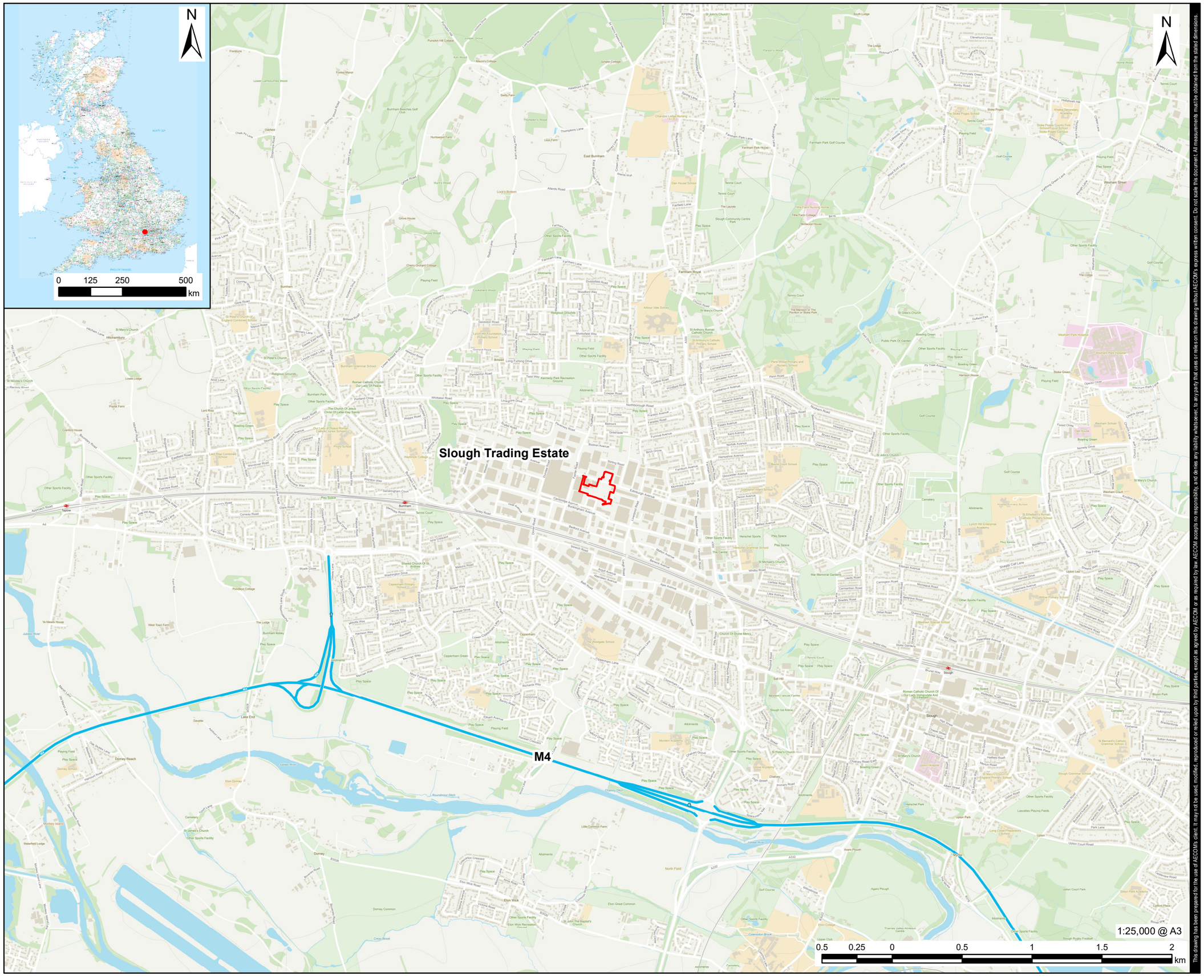
7.1.2 Following assessment of a comprehensive range of environmental topics as agreed through the EIA Scoping and wider consultation process, the PEI has identified predominantly negligible effects or no change from the future baseline. The only minor effect identified is a minor beneficial effect on climate, due to the Proposed Project being able to generate more electrical output from the same fuel input (and therefore generations more energy per unit greenhouse gas emitted). No moderate or major effects have been identified.

7.1.3 The PEI Report will be updated following statutory consultation and final design, to produce the Environmental Statement which is submitted with the DCO Submission. Should environmental impact avoidance, design and mitigation measures be identified in the Environmental Statement to mitigate and control environmental effects during construction, operation (including maintenance) and decommissioning of the Proposed Project, these will be secured through appropriate requirements and other controls within the DCO for the Proposed Project, should this be granted.

8.0 FIGURES

Revision: 1 Drawn: BS Checked: LM Approved: POC Date: 2022-03-23

Filename : \\na.aecomnet.com\lfs\EMEA\Dub\In-IEDBL2\Legacy\DU-MAN-0022\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 1.1 Proposed Project Location (Plan)_20220323.mxd



AECOM

PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

SSE Slough Multifuel

CONSULTANT

3rd Floor, Portwall Place
Portwall Lane
Bristol
BS1 6NA
aecom.com

LEGEND

Proposed Project Site Boundary

NOTES

Service Layer Credits:

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Proposed Project Location (Plan)

FIGURE NUMBER

Figure 1.1

Revision: 1 Drawn: BS Checked: LM Approved: POC Date: 2022-03-23

Filename: \\na.aecomnet.com\fs\EMEA\Dublin-IEDBL2\Legacy\DU-MAN-0022\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 1.2 Proposed Project Location (Aerial)_20220323.mxd

AECOM

PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

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LEGEND

Proposed Project Site Boundary

NOTES

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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PROJECT NUMBER

60662168

FIGURE TITLE

Proposed Project Location (Aerial)

FIGURE NUMBER

Figure 1.2

Revision: 1 Drawn: BS Checked: LM Approved: POC Date: 2022-03-22

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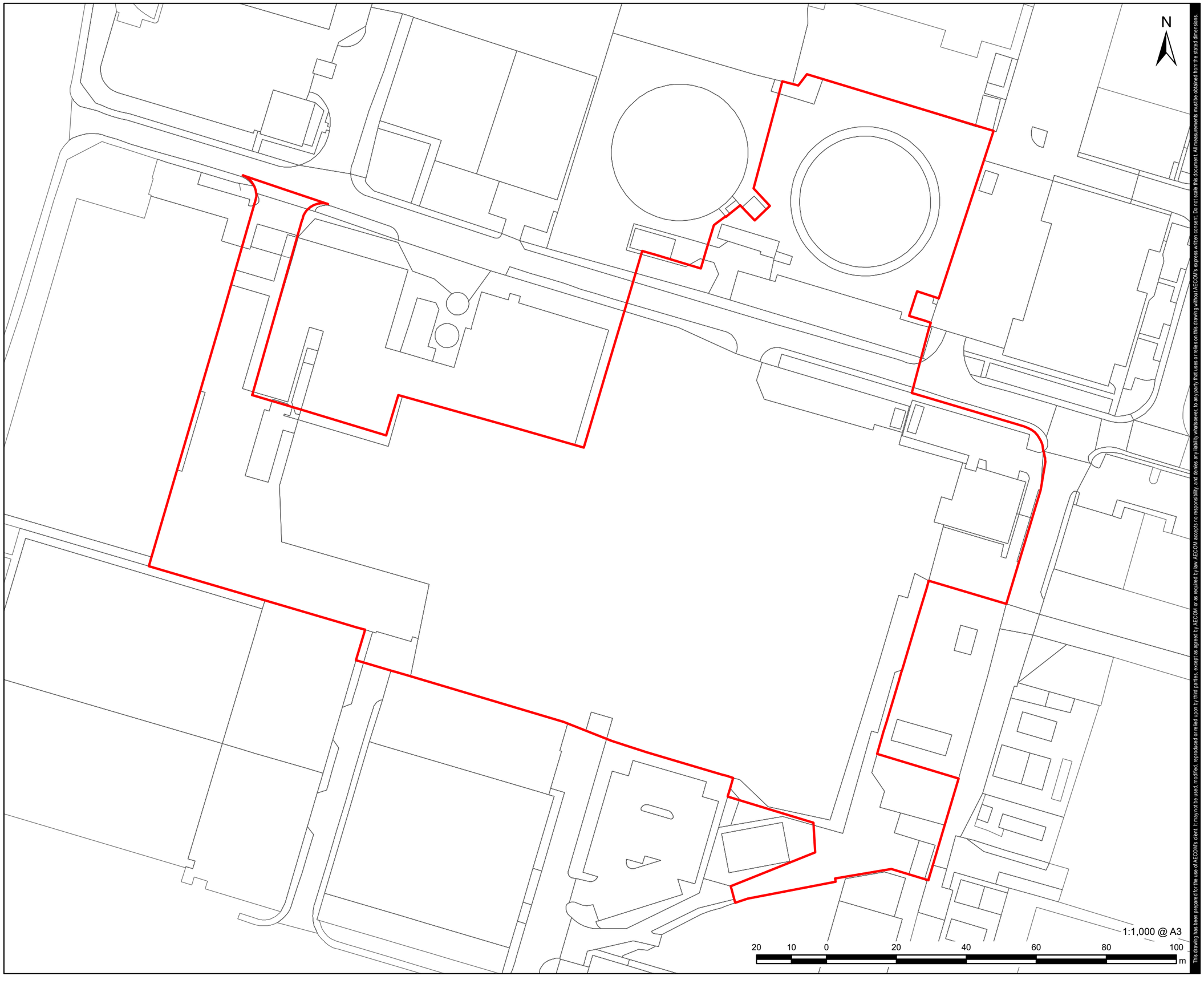

AECOM

PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

SSE Slough Multifuel

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LEGEND

Proposed Project Site Boundary

NOTES

ISSUE PURPOSE

FOR INFORMATION

PROJECT NUMBER

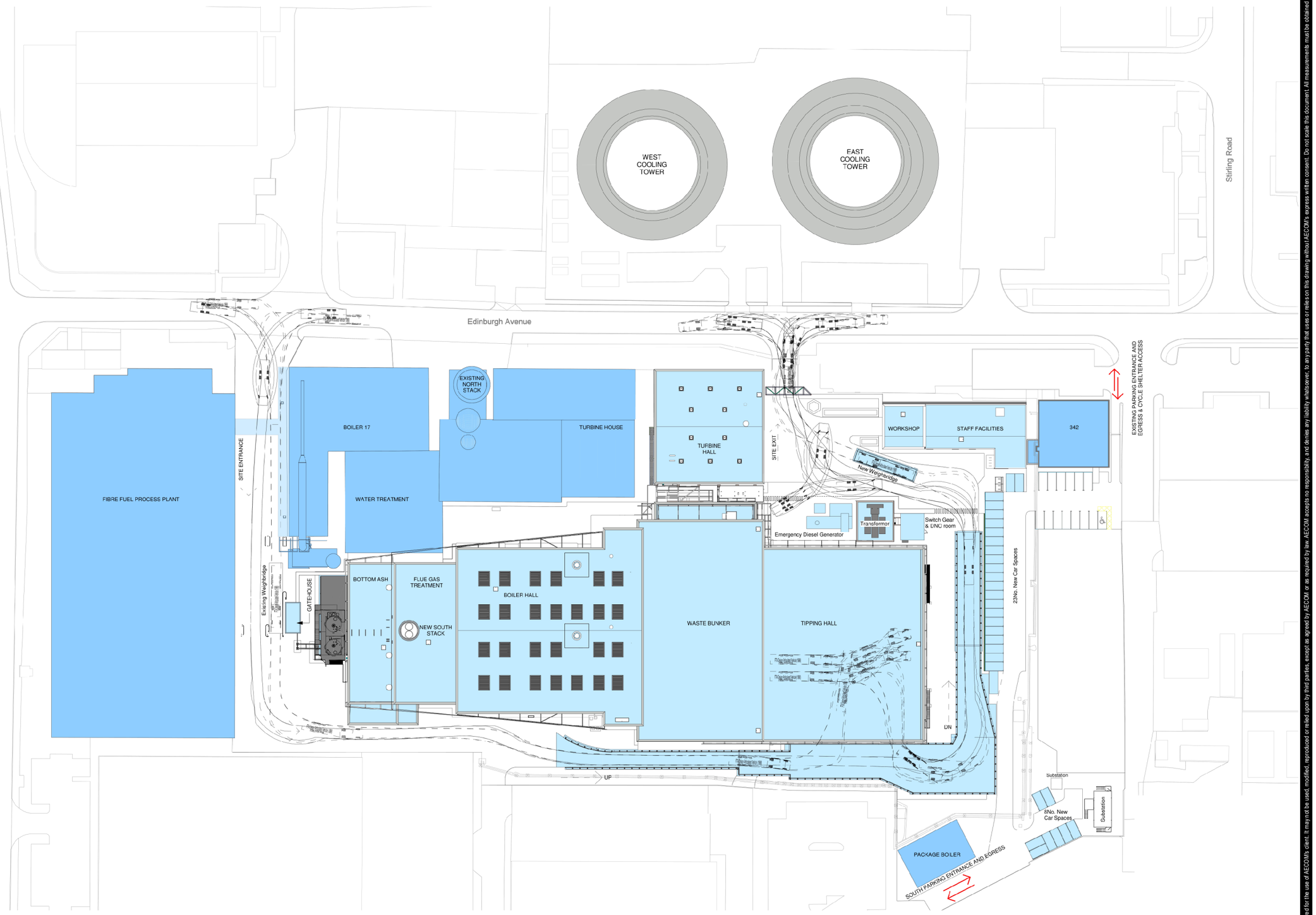
60662168

FIGURE TITLE

Proposed Project Site Boundary

FIGURE NUMBER

Figure 2.1



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PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

SSE Slough Multifuel

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LEGEND

- Consented Development
- Slough Heat and Power (SHP) Plant

NOTES

Not to scale

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Consented Development

FIGURE NUMBER

Figure 2.2

Revision: 0 Drawn: BS Checked: LM Approved: POC Date: 2022-02-11

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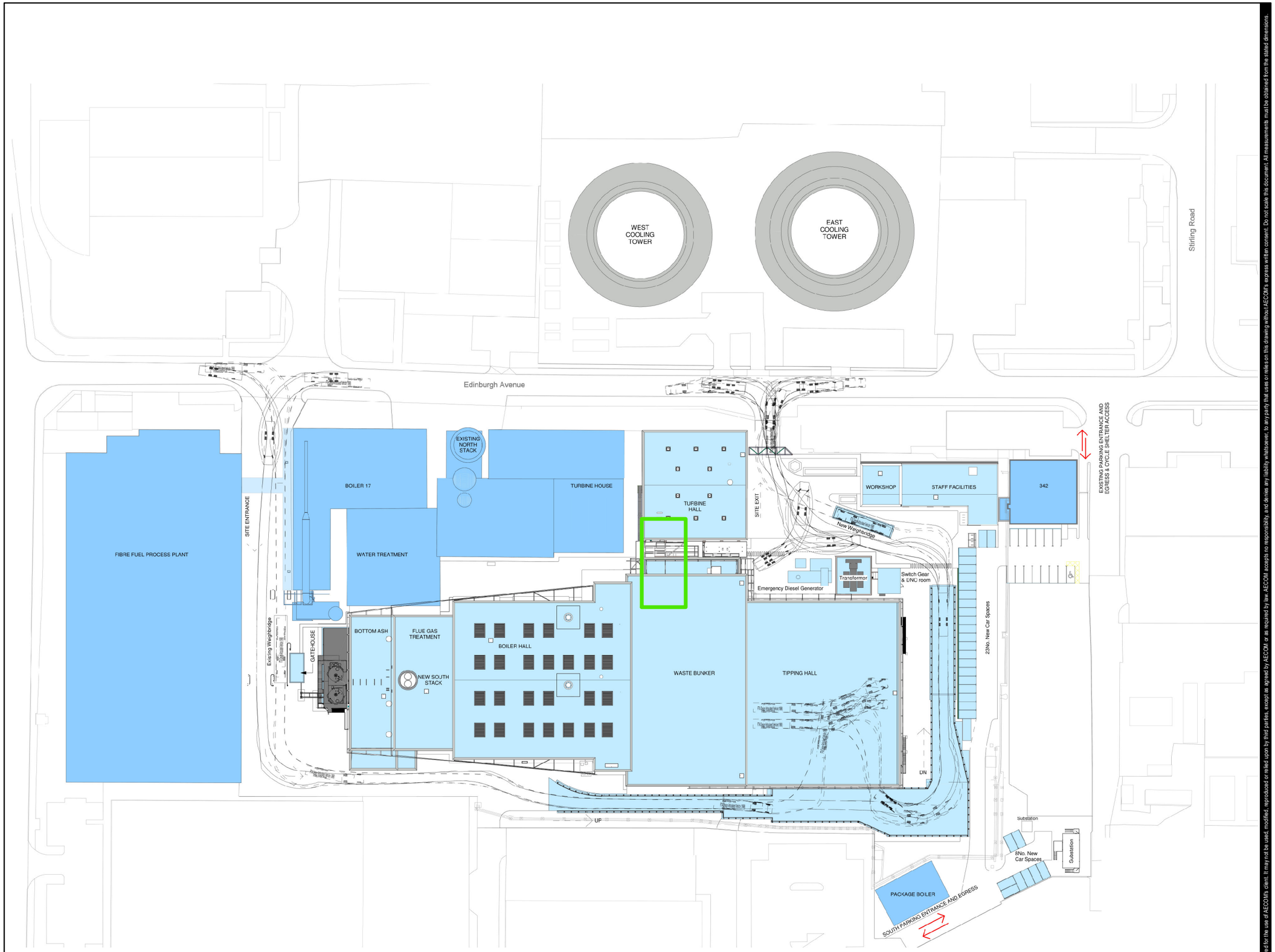

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AECOM

PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

SSE Slough Multifuel

CONSULTANT

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LEGEND

- Consented Multifuel Scheme
- Slough Heat and Power (SHP) Plant
- Location of Proposed Project pipework (and Consented Development pipe rack)

NOTES

Not to scale

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

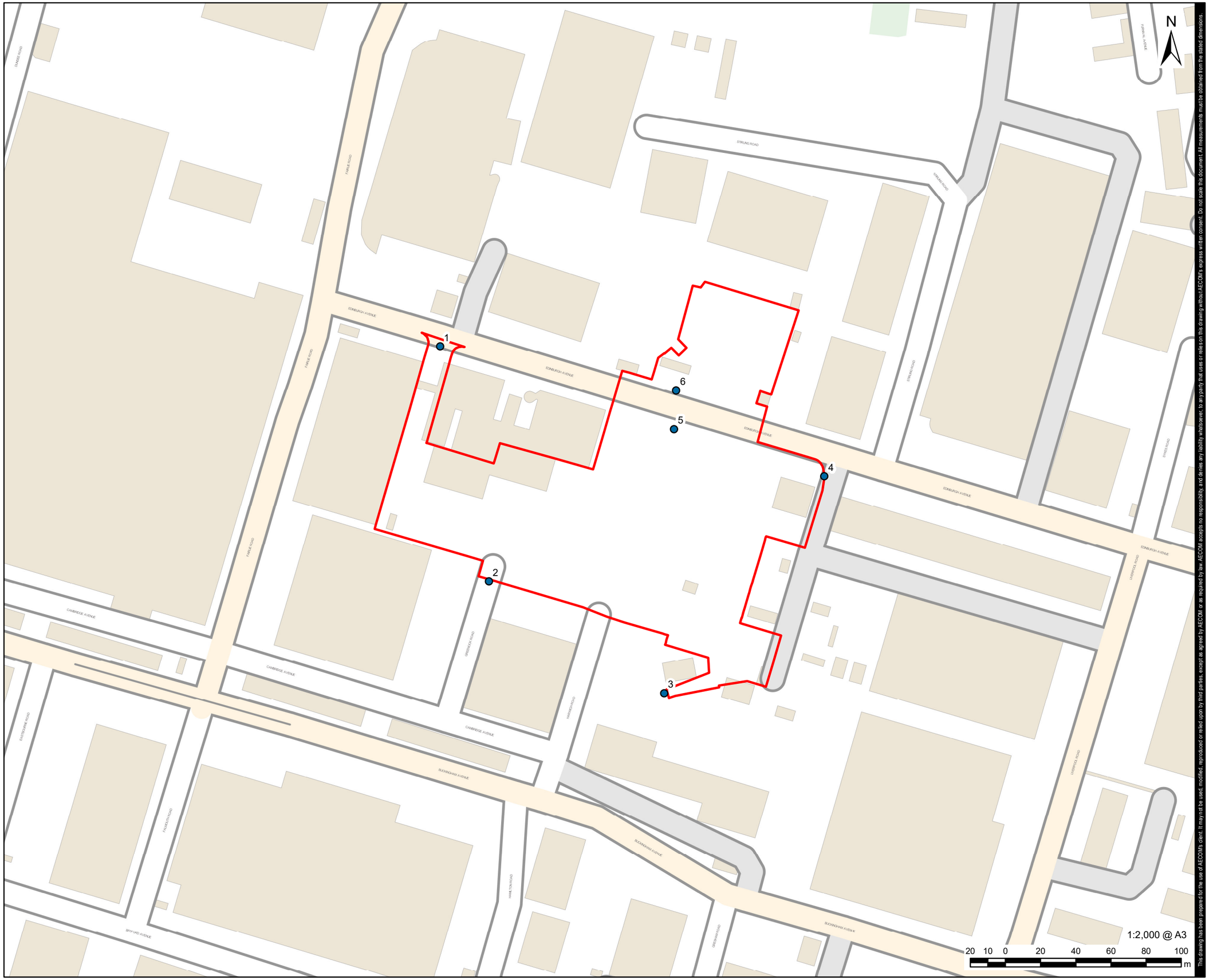
60662168

FIGURE TITLE

Proposed Project – Layout

FIGURE NUMBER

Figure 2.3



AECOM

PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

SSE Slough Multifuel

CONSULTANT

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LEGEND

- Proposed Project Site Boundary
- Vehicular Access Points

NOTES

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Proposed Project Access Plan

FIGURE NUMBER

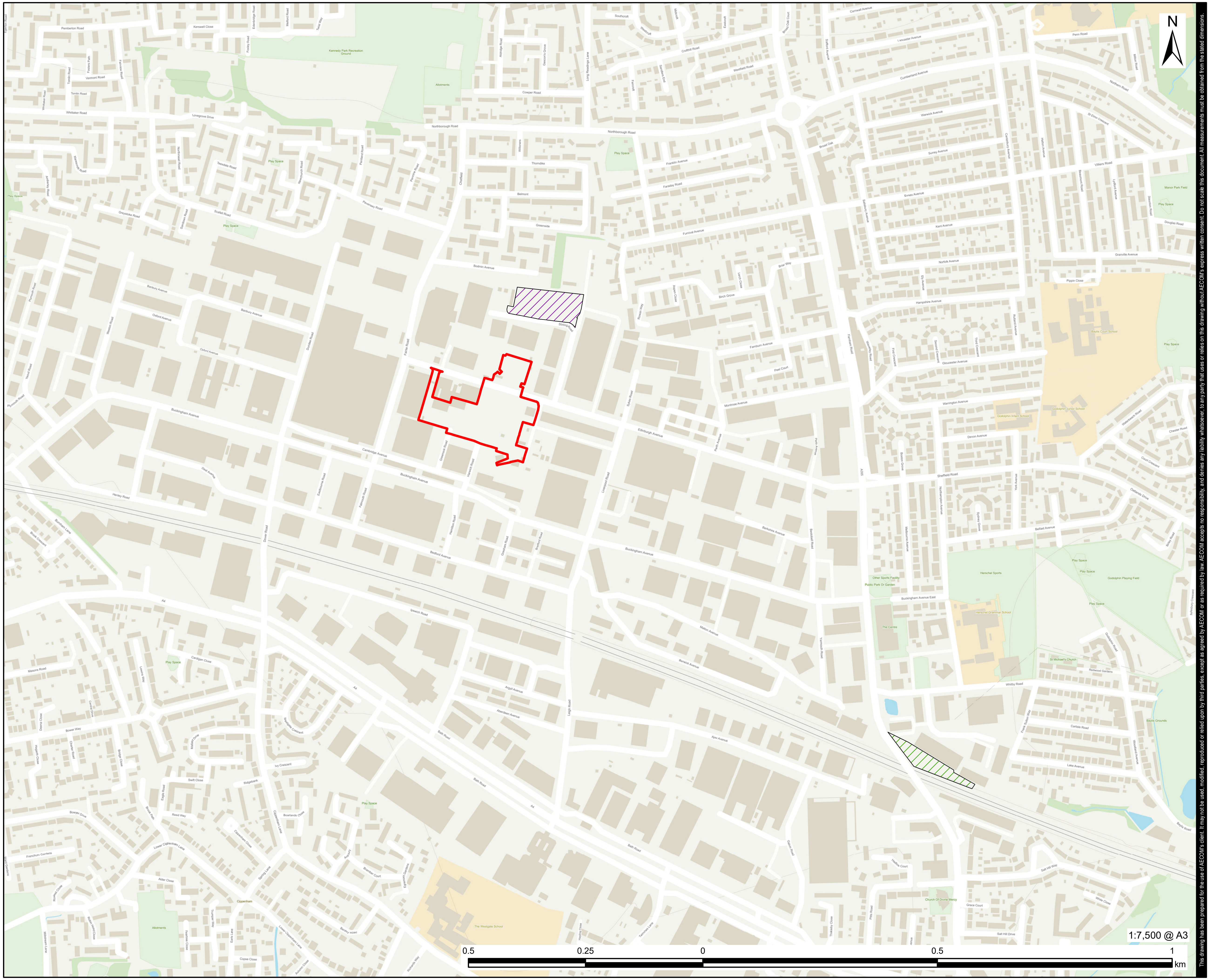
Figure 2.4

Revision: 1 Drawn: BS Checked: LM Approved: POC Date: 2022-03-23

Filename: \\na.aecomnet.com\fs\EMEA\Dublin=EDBL2Legacy\DU-MAN-002\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 2.4 Proposed Project Access Plan_20220323.mxd

Revision: 0 Drawn: BS Checked: LM Approved: POC Date: 2022-04-21

Filename: \\na.aecomnet.com\lfs\EMEA\Dublin-IEDBL2\Legacy\DU-MAN-002\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 2.5 Construction Compound and Off-Site Parking_20220421.mxd



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SLOUGH MULTIFUEL PROJECT

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CONSULTANT

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LEGEND

- Proposed Project Site Boundary
- Stirling Road Construction Compound
- Whitby Road Off-Site Parking

NOTES

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Construction Compound and Off-Site Parking

FIGURE NUMBER

Figure 2.5

Revision: 1 Drawn: BS Checked: LM Approved: POC Date: 2022-03-23

Filename: \\na.aecomnet.com\fs\EMEA\Dublin\EDBL2\Legacy\DU-MAN-002\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 4.1 Aerial Photo of Site_20220323.mxd

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LEGEND

Proposed Project Site Boundary

NOTES

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community (2020)

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PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Aerial Photo of Site

FIGURE NUMBER

Figure 4.1

Revision: 1 Drawn: LM Checked: BS Approved: POC Date: 2022-04-14

Filename: \\na.aecomnet.com\lfs\EMEA\Dublin-IEDBL2\Legacy\DU-MAN-002\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 4.2 Site Setting (Aerial)_20220414.mxd

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PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

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LEGEND

- Proposed Project Site Boundary
- 500m Buffer

NOTES

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community.

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

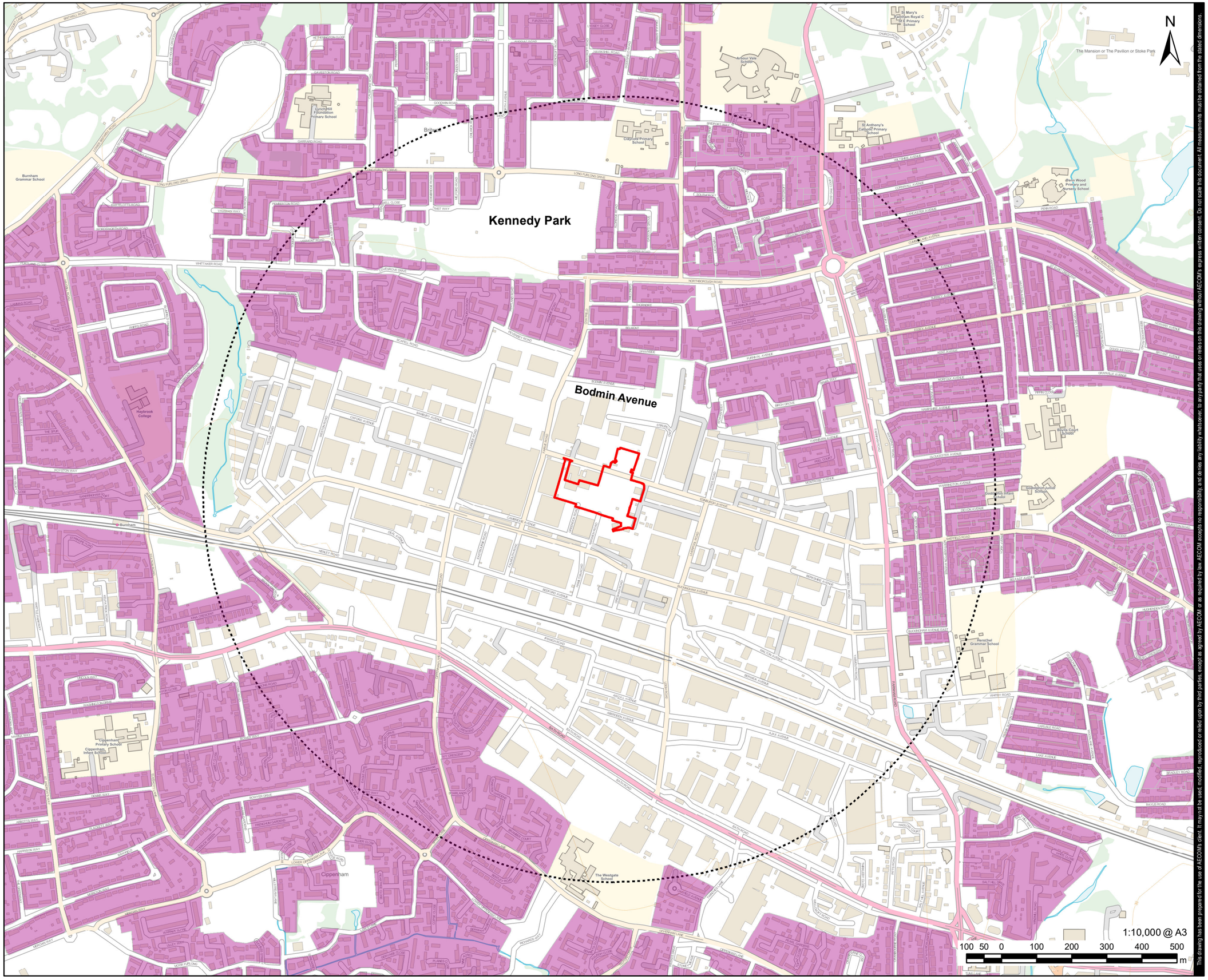
Site Setting (Aerial)

FIGURE NUMBER

Figure 4.2

Revision: 1 Drawn: LM Checked: BS Approved: POC Date: 2022-03-23

Filename: \\na.aecomnet.com\ifs\EMEA\Dublin-IEDBL2\Legacy\DU-MAN-0022\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 4.3 Residential Receptors_20220323.mxd



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SLOUGH MULTIFUEL PROJECT

CLIENT

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LEGEND

- Proposed Project Site Boundary
- 1km Buffer
- Residential Receptors

NOTES

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Residential Receptors

FIGURE NUMBER

Figure 4.3

Revision: 0 Drawn: LM Checked: BS Approved: POC Date: 2022-04-14

Filename: \\na.aecomnet.com\fs\EMEA\Dublin\EDBL2\Legacy\DU-MAN-002\Data\CoDublin-Jobs\GIS\60662169_Slough_Multifuel\GIS\02_Maps\PEI Report\Figure 4.4 Environmental Receptors_20220414.mxd

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PROJECT

SLOUGH MULTIFUEL PROJECT

CLIENT

SSE Slough Multifuel

CONSULTANT

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Portwall Lane
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aecom.com

LEGEND

- Proposed Project Site Boundary
- 1km Buffer
- Listed Buildings

NOTES

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ISSUE PURPOSE

PEI Report

PROJECT NUMBER

60662168

FIGURE TITLE

Environmental Receptors

FIGURE NUMBER

Figure 4.4