

PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED
PROPOSED CHANGES TO THE KEADBY 3 CARBON CAPTURE POWER STATION PROJECT
CONSULTATION RUNS UNTIL SUNDAY 20TH MARCH 2022 AND WE WELCOME YOUR
FEEDBACK ON THE PROPOSED CHANGES

KEADBY 3
CARBON CAPTURE
POWER STATION
A collaboration between SSE Thermal and Equinor

SSE Thermal and Equinor are seeking to develop and operate a new combined cycle gas turbine power station (CCGT) fitted with carbon capture technology on land near Keadby.

An application for development consent for the Project, previously known as Keadby 3 Low Carbon Power Station, was submitted to the Planning Inspectorate for consideration on 1 June 2021 following two stages of public consultation. The Project is currently being examined by the Planning Inspectorate on behalf of the Secretary of State.

Since the application was submitted, additional engineering and design studies have been completed, resulting in a number of Changes to the Project which are outlined in this newsletter.

The Project team would like to invite members of the community to attend our local public information sessions to meet members of the Project team and find out more about the Proposed Changes. These events will be held with relevant safety measures.

Venue	Date	Time
Crowle Community Hub Market Place Crowle	Thursday 3rd March 2022	12.30pm – 5.30pm
St Oswalds Hall Station Road Keadby	Friday 4th March 2022	10am – 2pm

We would welcome any comments or feedback you have on the Proposed Changes. Please use the enclosed Freepost return card or alternatively:

- Email us at consultation@keadby3.co.uk
- Leave a voicemail at **0800 211 8194**

Please provide all comments and feedback **by Sunday 20th March 2022.**

You can find out more about the Proposed Changes, and also leave feedback, via the website: www.ssethermal.com/keadby3

Feedback previously provided about the project has been considered by the Applicant and reported in the documents being examined by the Planning Inspectorate. This consultation is seeking feedback on the Proposed Changes.

Proposed Changes to the Project

The findings of the environmental impact assessments reported in Environmental Statement ('ES') that forms part of the DCO Application are unlikely to substantially alter as a result of the Proposed Changes. For each Proposed Change, this section of the newsletter identifies the scope of any further assessment work considered necessary and provides an initial view on which environmental topics are potentially likely to be affected.

The five Proposed Changes can be summarised as follows. Proposed Changes that affect the Order Limits are shown on Figure 1:

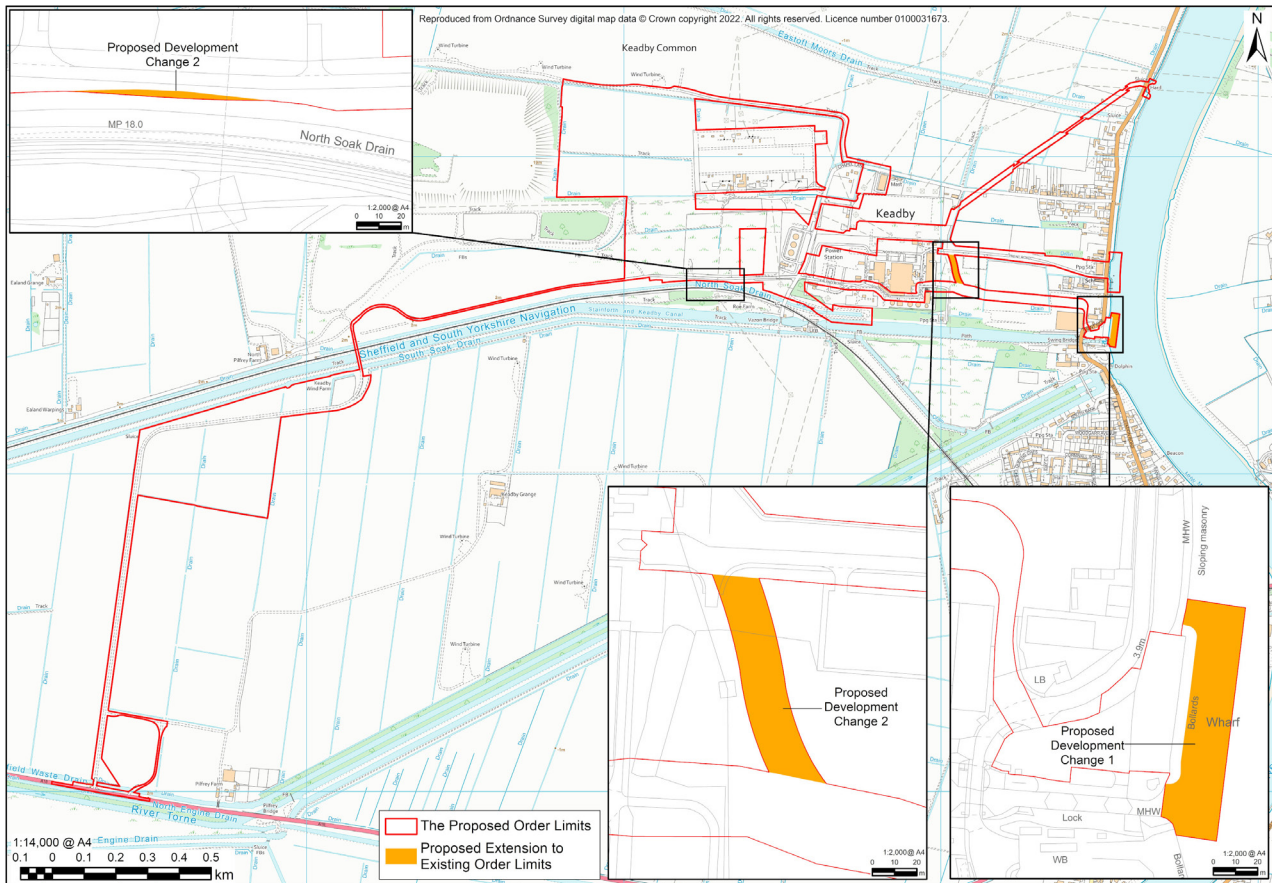


Figure 1: Proposed Extensions to Order Limits

1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).

This Proposed Change involves the extension of the Order Limits (the red line boundary) for the Project into the River Trent in order to allow for larger vessels bringing loads to the Site during construction to berth at Railway Wharf. This change does not include any new physical development.

During offloading of the largest vessels which could moor at the existing Railway Wharf for the purposes of AIL (Abnormal Indivisible Load) deliveries, it will be necessary to secure vessels to existing mooring posts and vessels may be required to settle on the river bed throughout a full tide cycle. The proposed use of the Wharf is consistent with the method used during construction of Keadby 2 Power Station for AIL deliveries and it has been assessed comprehensively within the Navigation Risk Assessment of the ES.

2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.

The Applicant proposes an extension of the existing Additional AIL Route for larger AILs, which was first constructed for the construction of Keadby 2. This is to avoid reliance on routing all AILs through the operational Keadby Power Station due to the potential for health, safety and environmental risks which could otherwise affect the construction timescales and speed of being able to deploy this Nationally Significant Infrastructure Project. The AIL Route would incorporate the temporary use of a section of the Keadby 1 Power Station site, which may require the demolition/relocation of some existing buildings, and be extended slightly north of Keadby Power Station. The route would avoid impacting existing habitats and vegetation, but where this is unavoidable compensation and enhancement measures would be undertaken while all habitats would be re-instated following completion of construction. This change requires a minor extension to the Order Limits, taking in land which already belongs to the Applicant.

Potential effects on traffic and transport (abnormal load routing), and construction related effects including noise and vibration, biodiversity and nature conservation, water resources, geology, hydrogeology and land contamination, cultural heritage and climate change will be re-evaluated. A tree survey and arboricultural impact assessment will also be undertaken in relation to a small number of trees that may be affected by this Proposed Change. Updates to the Landscape and Biodiversity Management and Enhancement Plan are also proposed and will be informed by the Applicant's proposed updated Biodiversity Net Gain assessment using Natural England Metric 3.0.

Other environmental effects are anticipated to remain unchanged however the assessments will be reviewed to confirm this.

3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.

Ongoing design has identified that in the event that up to two absorber units are required for the removal of carbon dioxide from the new Power Station's emissions, the two units may have maximum dimensions of up to 22m higher than those previously assessed in the EIA for the DCO Application.

Potential effects on air quality, landscape and visual amenity and noise and vibration will be re-evaluated together with potential inter-disciplinary effects (e.g. on biodiversity and nature conservation) due to the additional height proposed for up to two absorbers units and stacks. Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm this. Updated photomontages have been produced to provide an indication of the visual appearance of this Proposed Change.



Existing view along Chapel Lane (winter)



View along Chapel Lane (with up to two absorbers)

4. Increase to the maximum heights of the carbon dioxide stripper column.

Further design studies have also identified that the proposed carbon dioxide stripper column may have maximum dimensions of up to 10m higher than the height previously assessed.

Potential effects on landscape and visual amenity and noise and vibration will be re-evaluated together with potential related inter-disciplinary effects although it is considered likely that environmental effects assessed will not materially change. Updated photomontages will be produced to provide an indication of the visual appearance of this Proposed Change.



View along Chapel Lane (single absorber with taller carbon dioxide stripper)

5. Increase in proposed soil import volumes to create a suitable development platform.

Ongoing design has identified that additional volumes of soil may need to be imported to provide a suitable platform for foundations and buildings/equipment across the Proposed Development Site. Up to 180,000m³ of soils may need to be imported which is an increase of 50,000m³ over the volume previously assessed.

Traffic and transport and related construction traffic noise and air quality effects will be re-evaluated to take account of this Proposed Change, although as the change will not coincide with the peak of construction traffic for the Proposed Development (on which the assessments are based), it is considered likely that environmental effects assessed will not materially change.

Where further assessment for the Proposed Changes identifies a change in reported environmental effects, the cumulative and combined effects will also be considered. The findings of the Habitats Regulations Assessment Appropriate Assessment Report are anticipated to be unchanged, however this will be reviewed following completion of the proposed updates to the environmental assessments to confirm.

Consultation Methods

Consultation will be done through the distribution of this leaflet, advertising in the local media, social media and public information sessions held at local venues. Details of these information sessions can be found on the front page of this letter, along with details for leaving feedback. Please provide all feedback by Sunday 20th March 2022.

The preliminary findings of the environmental assessment will be presented in a Non-Technical Summary document. This and other consultation documents may be found on the Project Website:

www.ssethermal.com/keadby3

The Applicant is also consulting North Lincolnshire Council and other technical consultees and stakeholders, including people with interest in land affected by the Proposed Changes, alongside this public consultation.

The Applicant will consider all feedback received and provide a report of this, and an Environmental Statement Addendum, as part of the application for the Proposed Changes in April 2022.

Timetable for introducing the Proposed Changes

