

The Keadby 3 Low Carbon Gas Fired Generating Station

Planning Inspectorate Ref: EN010114

The Keadby 3 (Low Carbon Gas Fired Generating Station) Order

**Land at and in the vicinity of the Keadby Power Station site,
Trentside, Keadby, North Lincolnshire**

Preliminary Environmental Information Report Addendum

The Planning Act 2008

**The Infrastructure Planning (Environmental Impact Assessment)
Regulations 2017 - Regulation 13**

Applicant: Keadby Generation Limited

Date: March 2021

DOCUMENT HISTORY

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GLOSSARY

Abbreviation	Description
AGI	Above Ground Infrastructure
AIL	Abnormal Indivisible Load
BEIS	Department for Business, Energy and Industrial Strategy
CCGT	Combined Cycle Gas Turbine
CCP	Carbon Capture Plant
CEMP	Construction Environmental Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
NSR	Noise Sensitive Receptor
PPC	Proposed Power and Carbon Capture
PEI	Preliminary Environmental Information
SoS	Secretary of State
WFD	Water Framework Directive
ZCH	Zero Carbon Humber

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1.0 INTRODUCTION

1.1 Informative

- 1.1.1 This Preliminary Environmental Information (PEI) Report addendum has been prepared by AECOM Ltd (AECOM) on behalf of Keadby Generation Ltd ('The Applicant'). It supports a proposed application ('the Application') to be made to the Secretary of State (SoS) for Business, Energy and Industrial Strategy (BEIS) seeking Development Consent for the construction, operation and maintenance of a proposed low carbon Combined Cycle Gas Turbine (CCGT) Generating Station ('the Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF (the 'Proposed Development Site').
- 1.1.2 This addendum updates and is intended to be read in conjunction with the PEI Report (AECOM, 2020) that was prepared to inform the 'Stage 2' statutory consultation which took place during November 2020 – January 2021 and is published on the Applicant's website (<https://www.ssethermal.com/keadby3>). Since Stage 2 Consultation, SSE plc as the parent company of the then applicant, SSE Generation Limited, has carried out an internal restructuring and the Application will be made by Keadby Generation Limited a wholly owned subsidiary of SSE plc.
- 1.1.3 Together, the PEI Report and this addendum present:
- a description of the Proposed Development;
 - the likely significant environmental effects of its construction, operation and decommissioning based on the PEI available at the time of writing;
 - measures to avoid or reduce such effects; and
 - alternative sites, technologies and layouts considered.

1.2 The PEI Report

- 1.2.1 PEI is defined in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) as:

'information referred to in regulation 14(2) which

(a) has been compiled by the applicant; and

(b) 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).'

1.2.2 Following the completion of an EIA Scoping Report¹ and publication of Secretary of State's Scoping Opinion², the EIA for a Development Consent Order (DCO) is reported in two stages:

- a PEI Report is prepared to inform consultation with the public and other stakeholders about the Proposed Development, based on the preliminary environmental information available at the time of consultation; and subsequently
- an Environmental Statement (ES) is prepared to accompany the Application.

1.2.3 This document is an addendum to the PEI Report which taken together with the PEI Report, has been prepared to satisfy 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... 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).”

1.2.4 This addendum to the PEI Report incorporates minor changes that have been made to the extent of certain works (the indicative Order Limits) since the formal Stage 2 consultation closed. The Applicant will consider feedback on this addendum alongside feedback already received during Stage 2 consultation on the PEI Report to identify any opportunities for the design of the Proposed Development and the EIA to take into consideration any comments received.

1.2.5 This PEI Report Addendum is accompanied by a number of Figures that illustrate the scale of the changes to the indicative Order Limits. The location of the Proposed Development Site is shown in **Figure 1.1: Site Location**. Changes to the indicative Order Limits are shown on **Figure 3.1: The Order Limits**; **Figure 3.2: Aerial Photo of the Order Limits**; and **Figure 3.3: Indicative Work Areas Referred to in the PEI Addendum**. All figures are presented at the end of this report.

1.3 The Proposed Development

1.3.1 The Proposed Development components have not changed materially when compared to the components already described in the PEI Report, but there

¹ Available online at <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010114/EN010114-000040-KDB3%20-%20Scoping%20Report.pdf>

² Available online at <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010114/EN010114-000043-KDB3%20-%20Scoping%20Opinion.pdf>

have been minor changes to the siting or landtake of a small number of components and therefore the indicative Order Limits for some of these components, as explained in Section 2.0. The Proposed Development includes the following components:

- a new build carbon capture enabled electricity generating station fuelled by natural gas and with a gross output capacity of approximately 910 megawatts (MWe) (**‘the Low Carbon Gas Power Station’**) comprising a CCGT plant, cooling infrastructure for the CCGT, a Carbon Capture Plant (CCP) and a natural gas reception facility to be developed within the **Proposed Power and Carbon Capture (PCC) Site**;
- a high pressure natural gas pipeline to supply the CCGT including a gas compound for National Grid Gas’s apparatus and a gas compound for the Applicant’s apparatus (**Gas Connection Corridor**);
- electrical power export lines from the Low Carbon Gas Power Station to the existing 400 kilovolt National Grid Electricity Transmission substation located adjacent to Keadby Power Station, including works within the substation (which would be undertaken by National Grid) (**Electrical Connection Area to National Grid 400 kilovolt (kV) Substation**); and up to 132 kilovolt underground electrical cables to the Low Carbon Gas Power Station from the existing Northern Powergrid substation located at Chapel Lane, including works within the substation (**Potential Electrical Connection to Northern Powergrid 132kV Substation**);
- water supply connections works (**Water Connection Corridor**) to provide cooling and make-up water to the Low Carbon Gas Power Station, comprising either:
 - underground and/ or overground water supply pipeline(s) and intake structures within the Stainforth and Keadby Canal (**Canal Water Abstraction Option**); or
 - in the event that the canal abstraction option is not available, works to the existing cooling water supply pipelines and intake structures within the River Trent (**River Water Abstraction Option**);
- use of an existing outfall and associated pipework for the discharge of used cooling water and treated wastewater to the River Trent (**Water Discharge Corridor**);
- towns water connection within the Proposed PCC Site;
- above ground carbon dioxide export infrastructure within the Keadby power station site, comprising a compressor station and National Grid above ground infrastructure (AGI) compound to be developed within the Proposed PCC Site;
- new permanent access to the Low Carbon Gas Power Station, comprising:

- maintenance and improvement of an existing private access road from the junction with the A18, including A18 Junction Improvement, replacement of private bridge (Mabey Bridge); installation of layby and gatehouse (**New permanent access from A18**); and
- **emergency vehicle access road** comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas (**Construction Laydown Areas**); and the maintenance and improvement of the existing paved haulage routes running between the construction laydown areas including the skew bridge;
- retention, construction and subsequent removal of existing temporary haulage route (**Additional Abnormal Indivisible Load Route**) and the maintenance and improvement of the existing jetty, and placement of mobile cranes (**Waterborne Transport Offloading Area**);
- Landscaping, planting and biodiversity enhancement measures including an **Additional Area for Landscaping and Biodiversity Provision** and security fencing and boundary treatment; and
- Associated development including (but not limited to) surface water drainage systems, utility connections and works, provision of hardstanding and landscaping, external lighting, gatehouses and weighbridges, security measures, site establishment and preparation works, including site clearance, earthworks and excavations; temporary contractor facilities including materials and plant storage and laydown areas, generators; concrete batching facilities, vehicle and cycle parking facilities, pedestrian and cycle routes and facilities, offices and staff welfare facilities, roadways and haul routes, wheel wash facilities and signage.

1.3.2 The areas of the Proposed Development Site described above are shown in **Figure 3.3** at the end of this report.

1.3.3 Construction of the Proposed Development could (subject to the necessary consents being granted and an investment decision being made) start as early as Quarter 4 2022 when an early works phase, including the A18 carriageway improvements and Mabey Bridge replacement, would be undertaken over a circa 6 month period. Following this, assuming an approximate three year construction programme for the Low Carbon Gas Power Station, followed by a period of commissioning, the Proposed Development is unlikely to commence commercial operation before 2026 with timescales for commercial operation linked to the development of the Zero Carbon Humber (ZCH) Partnership proposals into which the Proposed Development will connect.

1.3.4 It is envisaged that the power generation and carbon capture elements of the Proposed Development will have a design life of circa 25 years. At the end of

the design life, these elements would be assessed for ongoing viability and only if no longer viable, be decommissioned. It is therefore anticipated that, at the earliest, decommissioning of the Proposed Development would be expected to commence at some point after 2051.

1.4 The Proposed Development Site

1.4.1 The Proposed Development Site is divided into the following areas of permanent and temporary land use (the proposed use is described in more detail in **Chapter 4: Proposed Development** (PEI Report Volume I):

- Proposed PCC Site;
- Electrical Connection Area to National Grid 400kV Substation;
- Emergency Vehicle Access Road;
- Potential Electrical Connection to Northern Powergrid 132kV Substation;
- Land within the Keadby Power Station site for the purposes of facilitating connections to the Proposed Development for natural gas supply, and other necessary infrastructure (including 'Water Connection Corridor');
- Water Connection Corridors including River Water Abstraction Option and Canal Water Abstraction Option);
- Water Discharge Corridor;
- Waterborne Transport Offloading Area;
- Additional Abnormal Indivisible Load (AIL) Route;
- Construction Laydown Areas; and
- New permanent access from A18.

2.0 UPDATES TO PRELIMINARY ENVIRONMENTAL INFORMATION

2.1 Summary of Changes to Indicative Order Limits

- 2.1.1 The PEI Report explained that the Proposed Development Site encompassed an area of approximately 88.1 hectares (ha), of which approximately 17.7ha of land was under evaluation to determine the suitability for potential construction laydown.
- 2.1.2 The indicative Order Limits have been refined since publication of the PEI Report and the Proposed Development Site area has been slightly reduced – the indicative Order Limits area is now approximately 79.7ha. Overall, the scale of the Proposed Development therefore remains unchanged. In addition, the maximum design parameters of the components of the Proposed Development have remained unchanged since publication of the PEI Report.
- 2.1.3 Within the Proposed Development Site, design evolution and refinement has resulted in some land being omitted from the indicative Order Limits, including areas within the Keadby Power Station site which had previously been included to allow for relevant connections that were under technical evaluation. Finalisation of routing of these connections has allowed for refinement of the indicative Order Limits in several areas.
- 2.1.4 Whilst some areas have reduced, design evolution of elements of the Proposed Development that require temporary construction laydown and areas for biodiversity enhancement has resulted in small areas of additional land being included in the indicative DCO order limits. This includes some land adjacent to Mabey Bridge/ A18.
- 2.1.5 The Proposed Development Site area allows for several potential cooling water and grid connection options that are still under technical evaluation. Refinement of their routing has been undertaken resulting in minor changes to the indicative Order Limits. The Proposed PCC Site encompassing the generating station has not changed and occupies an area of approximately 18.6ha.
- 2.1.6 The areas of the Proposed Development Site that have been subject to change are described with respect to **Figure 3.1** and **Figure 3.2** at the end of this report.
- **A** – Additional Area for Landscaping and Biodiversity Enhancement:
 - Indicative Order Limits expanded by 2.31ha to provide additional land which is proposed for landscaping and biodiversity provision. This comprises an area of existing road verge along the site access road and additional areas of improved grassland south of the South Soak Drain and the Stainforth and Keadby Canal for landscaping and biodiversity provision. The road verge is in parts bounded by existing immature hedgerow. Areas to the south of the canal comprise species poor improved grassland interspersed by field drains. These additional areas are within the Applicant's ownership.

- **B** – Additions and Reductions in Area for the A18 Junction Improvement Option:
 - Indicative Order Limits expanded along the A18 to cover refined works areas at the road junction and for the replacement of the existing Mabey Bridge; however, the majority of the land in this area has been removed from the PEI Report Order Limits; and
 - Indicative Order Limits expanded by 0.06ha adjacent to Mabey Bridge to allow additional land for construction laydown (shown as Keadby 3 Construction Laydown Area on **Figure 3.3**) and subsequent biodiversity provision.
- **C** – Additional Oversail Area in River Trent, Additional Area for Highway and Repositioned Private Additional AIL Route:
 - Indicative Order Limits extended at the Waterborne Transport Offloading Area to cover 5m oversail into the River Trent to allow for a larger crane located on the quayside, used for offloading AIL during construction. This has resulted in an expansion of the indicative Order Limits at this location by 0.04ha;
 - Indicative Order Limits extended at the Waterborne Transport Offloading Area onto Trentside by <0.01ha to cover fully the existing access easement, in order to facilitate works to access if necessary; and
 - Indicative Order Limits refined at the Additional AIL Route to align with the routing plan of the proposed Keadby 2 Power Station AIL routing consented through North Lincolnshire Council planning application PA/2019/1595.
- **D** – Reduced Area within Keadby 1 and Keadby 2 Power Stations:
 - Indicative Order Limits refined to remove the majority of land within the existing Keadby 1 Power Station that had previously been under technical evaluation for water connections, including sections of Chapel Lane.
- **E** – Reduced Area of Water Discharge Corridor:
 - Indicative Order Limits refined to reduce area considered in the PEI Report Indicative Order Limits, removing areas within the River Trent.
- **F** – Reduced Area of River Water Abstraction Option:
 - Indicative Order Limits refined to reduce area considered in the PEI Report Indicative Order Limits following refinement of assumptions for the temporary cofferdam that could be required, should the River Water Abstraction Option be pursued in the event that the Canal Water Abstraction Option is not feasible.

2.1.7 As described above, the indicative Order Limits in areas D, E and F constitute reductions in extent from those shown in the PEI Report. As these cover areas

which have already been consulted upon, no further consideration of these changes is set out in this document.

3.0 CHANGES TO SIGNIFICANT ENVIRONMENTAL EFFECTS REPORTED

- 3.1.1 The changes to the indicative Order Limits that have taken place since publication of the PEI Report do not introduce any significant new or different effects that require assessment. As such the likely significant effects of the Proposed Development, based upon the preliminary environmental information available, are as reported in the PEI Report chapters and appendices.
- 3.1.2 The remainder of this addendum provides information on the relevant changes to each chapter and it's supporting appendices, that are considered to have resulted from the changes to the indicative Order Limits made since January 2021.

Table 1: Changes to information reported in the Preliminary Environmental Information (PEI) Report

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits
1	There are considered to be no changes to Chapter 1: Introduction resulting from the changes to the indicative Order Limits. The change in the Applicant entity from SSE (Generation) Limited to Keadby Generation Ltd makes no material difference to the effects reported in the PEI Report and is not material to the changes made to the indicative Order Limits.
2	There are no material changes to Chapter 2: Assessment Methodology resulting from the minor extensions to the indicative Order Limits in areas A-C described in Section 2.1.
3	<p>Changes to Chapter 3: The Site and Surrounding Area resulting from the changes to the indicative Order Limits are described for areas A-C in Section 2.1 above.</p> <p>The addition of areas for landscaping and biodiversity provision (Area A) is considered to have the potential to result in a beneficial effect on biodiversity that will be further assessed and reported within the ES that will form part of the application for development consent.</p> <p>The incorporation of an additional construction laydown area adjacent to Mabey Bridge (Area B) will result in a slight change in the distance between construction works and the closest identified sensitive receptors, although it is not anticipated that this change will give rise to significant adverse environmental effects (refer to Chapter 8: Air Quality and Chapter 9: Noise and Vibration below). Following completion of the Mabey Bridge replacement and the A18 carriageway improvements, (estimated up to circa 6 months), this temporary laydown area will be enhanced for landscape and biodiversity purposes with the potential to result in a beneficial effect that will be further assessed and reported within the ES.</p> <p>The effects of increasing the indicative Order Limits in Area C to incorporate an additional 5m for oversail of a crane during AIL deliveries within the River Trent is not considered likely to give rise to significant adverse effects. Effects related to this minor oversail will be reported in the Navigation Risk Assessment that will form part of the ES and are considered minor and not significant.</p>
4	There are no material changes to Chapter 4: The Proposed Development that have resulted from the changes to the indicative Order Limits, other than the beneficial effects of permanent landscaping and biodiversity provision previously described and that will be fully outlined, including management and maintenance actions and responsibilities, in a landscaping and biodiversity management and enhancement plan that will accompany the DCO Application.

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits
5	<p>There are no material changes to Chapter 5: Construction Programme and Management that have resulted from the changes to the indicative Order Limits. The minor changes in areas for laydown and construction activities are as described for areas A-C in Section 2.1 and 'Chapter 3' above.</p> <p>Although unrelated to the additional areas within the indicative Order Limits, an additional six months for Early Preparation Works associated with widening of the A18 and the replacement of Mabey Bridge is now incorporated into the construction programme.</p>
6	There are no changes to Chapter 6: Consideration of Alternatives resulting from the changes to the indicative Order Limits.
7	There are considered to be no changes to Chapter 7: Legislative Context and Planning Policy resulting from the changes to the indicative Order Limits.
8	<p>There are considered to be no changes to Chapter 8: Air Quality resulting from the changes to the indicative Order Limits as the changes would not result in significant effects on air quality receptors.</p> <p>Pilfrey Farm is located approximately 200m east of the skew construction access road from the A18. The indicative Order Limits have been extended within the A18 carriageway (+8m) and a temporary laydown area for Mabey Bridge replacement has been incorporated into the indicative Order Limits where laydown and storage activities would take place at their closest point circa 330 – 380m from the nearest façade (in Area B). Given the approach to mitigating the effects of construction dust outlined in Appendix 8A of the PEI Report, it is considered that the short term effects of construction traffic related emissions and construction dust on this receptor remain unchanged from those assessed and reported in the PEI Report.</p> <p>The strategies described in Chapter 8: Air Quality of the PEI Report for mitigation to avoid significant effects beyond the Proposed Development Site boundary would apply to other areas, including the landscaping and biodiversity proposals in the vicinity of South Soak Drain and the Stainforth and Keadby Canal. These will be set out in the framework Construction Environmental Management Plan (CEMP) and secured through a requirement of the draft DCO, to be submitted with the Application.</p>
9	There are considered to be no changes to Chapter 9: Noise and Vibration or Appendix 9A: Construction Noise Assessment Methodology and Appendix 9B: Operational Noise Information resulting from the changes to the indicative Order Limits as the changes would not result in significant effects on noise sensitive receptors (NSR).

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits
	Pilfrey Farm (NSR 8) is located approximately 200m east of the skew construction access road from the A18. The indicative Order Limits have been extended within the A18 carriageway (+8m) and a temporary laydown area for Mabey Bridge replacement has been incorporated into the indicative Order Limits where laydown and storage activities would take place at their closest point circa 330 – 380m from the nearest façade (in Area B). It is considered that the short-term effects of construction related noise on this receptor remain unchanged from those assessed and reported in the PEI Report.
10	<p>Changes to the indicative Order Limits for Area B are relevant to Chapter 10: Traffic and Transport and Appendix 10A: Transport Assessment but do not result in any material difference to the assessment of traffic and transport effects. The additional areas of laydown and refinements of the A18 areas would be executed as part of an early works phase and therefore would not affect the peak of construction, on which the worst-case assessment of traffic related effects is reported.</p> <p>None of the works described for Area C in Section 2.1 are material to the assessment presented in this chapter of the PEI Report.</p>
11	<p>Changes to the indicative Order Limits for Area B (A18 carriageway improvement works and replacement of Mabey Bridge) result in minor changes to the effects assessed in the PEI Report on the Hatfield Waste Drain (which passes under Mabey Bridge) and North Engine Drain, located south of the A18. Both drains are Local Wildlife Sites (LWSs).</p> <p>The indicative Order Limits for Area B have been refined to fully remove the circa 350m of LWS habitat within North Engine Drain as design refinement has shown that works to the southern carriageway will no longer be required. The southern carriageway including this drain had been included on a precautionary basis at PEI Stage to accommodate ongoing design at that time.</p> <p>For Hatfield Waste Drain, design refinement has enabled removal of approximately 145m of the LWS habitat which had been included on a precautionary basis at PEI Stage to accommodate ongoing design at that time.</p> <p>The construction works associated with the A18 and Mabey Bridge will not adversely affect either the integrity of the LWS or the nature conservation status of its habitats. As such, no additional significant effects are predicted that have not been reported in the PEI Report.</p>

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits
	<p>Changes to the indicative Order Limits for Area A Landscaping and Biodiversity Provision, are described. The Natural England biodiversity net gain v2.0 metric will be used to quantify the loss of biodiversity as a result of the Proposed Development and to determine the requirement for habitat restoration/ creation, to ensure no net loss and small net gain of biodiversity.</p> <p>This additional area proposed for biodiversity provision would assist in meeting this objective, with the aim of resulting in a net beneficial effect on biodiversity.</p>
12	<p>Changes to the indicative Order Limits for Area B are reported, where the impact and effect of the replacement of Mabey Bridge and the A18 carriageway improvement works on North Engine Drain and Hatfield Waste Drain (which passes under the bridge), is assessed.</p> <p>The reduction in the indicative Order Limits to remove North Engine Drain and part of the area within Hatfield Waste Drain (within Area B) is considered an overall beneficial change for the water environment given that approximately 500m of drain has been removed from the Proposed Development through design refinement.</p> <p>Effects on Hatfield Waste Drain Water Framework Directive (WFD) status are unlikely to change from those reported in the PEI Report as a consequence of the changes to the indicative Order Limits. The potential effects associated with the replacement open span bridge were assessed in the PEI Report on the basis of the preliminary design at that time. Changes resulting from design evolution in terms of flow, water quality and flood risk will be assessed and reported in the ES. No significant effects on water resources including flood risk are expected.</p> <p>The incorporation of land within Area A (Additional Area for Landscaping and Biodiversity Enhancement) north of the access road and south of South Soak Drain includes a number of field drains which would remain unaffected by the Proposed Development, with relevant standoff distances secured by measures in both the Framework CEMP and Landscaping and Biodiversity Management and Enhancement Plan that will accompany the DCO Application.</p>

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits
	The effects of increasing the indicative Order Limits in Area C to incorporate an additional 5m for oversail of a crane during AIL deliveries within the River Trent is not considered likely to give rise to significant adverse effects. Effects related to this minor oversail will be reported in the Navigation Risk Assessment that will form part of the ES and are considered minor and not significant.
13	There are considered to be no changes to Chapter 13: Geology, Hydrogeology and Land Contamination resulting from the changes to the indicative Order Limits as the changes would not result in significant effects on geology, hydrogeology or contaminated land. The desk-based assessment (Appendix 13A in PEI Report Volume II) will be updated to cover these additional areas for the ES, but effects would remain as reported in the PEI Report given that additional areas are largely agricultural.
14	<p>There are considered to be no changes to the effects assessed and reported in Chapter 14: Landscape and Visual Amenity resulting from the changes to the indicative Order Limits.</p> <p>The changes proposed within the Additional Area for Landscaping and Biodiversity Provision (Area A) included in the indicative Order Limits include scrub planting, which could commence once construction of the A18/ Mabey Bridge works are complete. Once matured, this would provide intervening vegetation and localised improvements to screening for transient users of the A18 trunk road. However, this would not result in any new or altered significant effects on landscape or visual amenity from those reported in the PEI Report.</p>
15	There are considered to be no changes to Chapter 15: Cultural Heritage or Appendix 15A: Cultural Heritage Desk Based Assessment resulting from the changes to the indicative Order Limits. It is considered that the addition of 5m for oversail (in Area C) would not result in any new or altered effects on Keadby Lock scheduled monument/ grade II listed building. No other changes are considered likely to result in significant effects on cultural heritage assets.
16	There are considered to be no changes to Chapter 16: Socio-Economics and Appendix 16A: Population and Health Signposting resulting from the changes to the indicative Order Limits. Similarly, there are no new effects on human health anticipated as a result of the minor changes to the indicative Order Limits. Appendix 16A: Human Health conclusions therefore remain unchanged.
17	There are considered to be no changes to Chapter 17: Climate Change and Sustainability resulting from the changes to the indicative Order Limits.
18	There are considered to be no changes to Chapter 18: Major Accidents and Disasters resulting from the changes to the indicative Order Limits.

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits
19	There are considered to be no changes to Chapter 19: Cumulative and Combined Effects resulting from the changes to the indicative Order Limits.
20	There are considered to be no changes to Chapter 20: Summary of Likely Significant Residual Effects resulting from the changes to the indicative Order Limits as no changes to the significance of effect have been predicted for the technical assessments included in this PEI Report Addendum.

4.0 CONCLUSIONS

- 4.1.1 This PEI Report Addendum has provided an overview of the minor changes to the Proposed Development that are proposed since publication of the PEI Report and formal consultation. These changes to the indicative Order Limits are of limited scale and as explained in Section 3.0, do not give rise to any new or altered significant effects. The conclusions of the PEI Report chapters and appendices and reported environmental effects which have been consulted upon therefore remain unchanged.
- 4.1.2 The predicted environmental effects of the Proposed Development will be further assessed and reported within the ES that is being prepared to accompany the DCO Application.

5.0 REFERENCES

AECOM (2020) *Keadby 3 Low Carbon Power Station Preliminary Environmental Information Report*.

HM Government (2017) *The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017*.

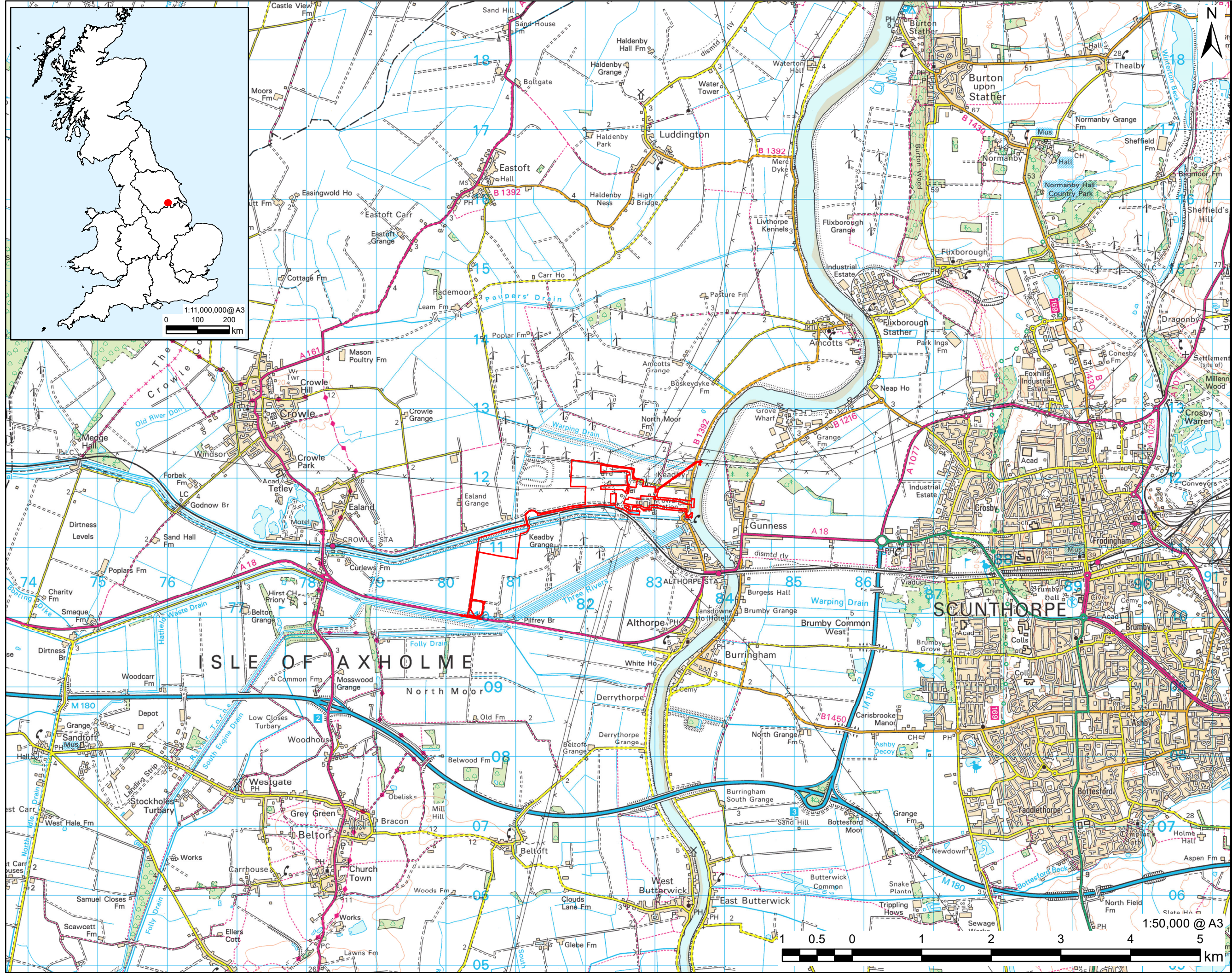
FIGURES

Figure 1.1: Site Location Plan

Figure 3.1: The Order Limits

Figure 3.2: Aerial Photo of the Order Limits

Figure 3.3: Indicative Work Areas Referred to in the PEI Addendum



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PROJECT
Keadby 3 Low Carbon Gas Fired Generating Station

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LEGEND
The Order Limits

NOTES
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ISSUE PURPOSE
S48/42 CONSULTATION

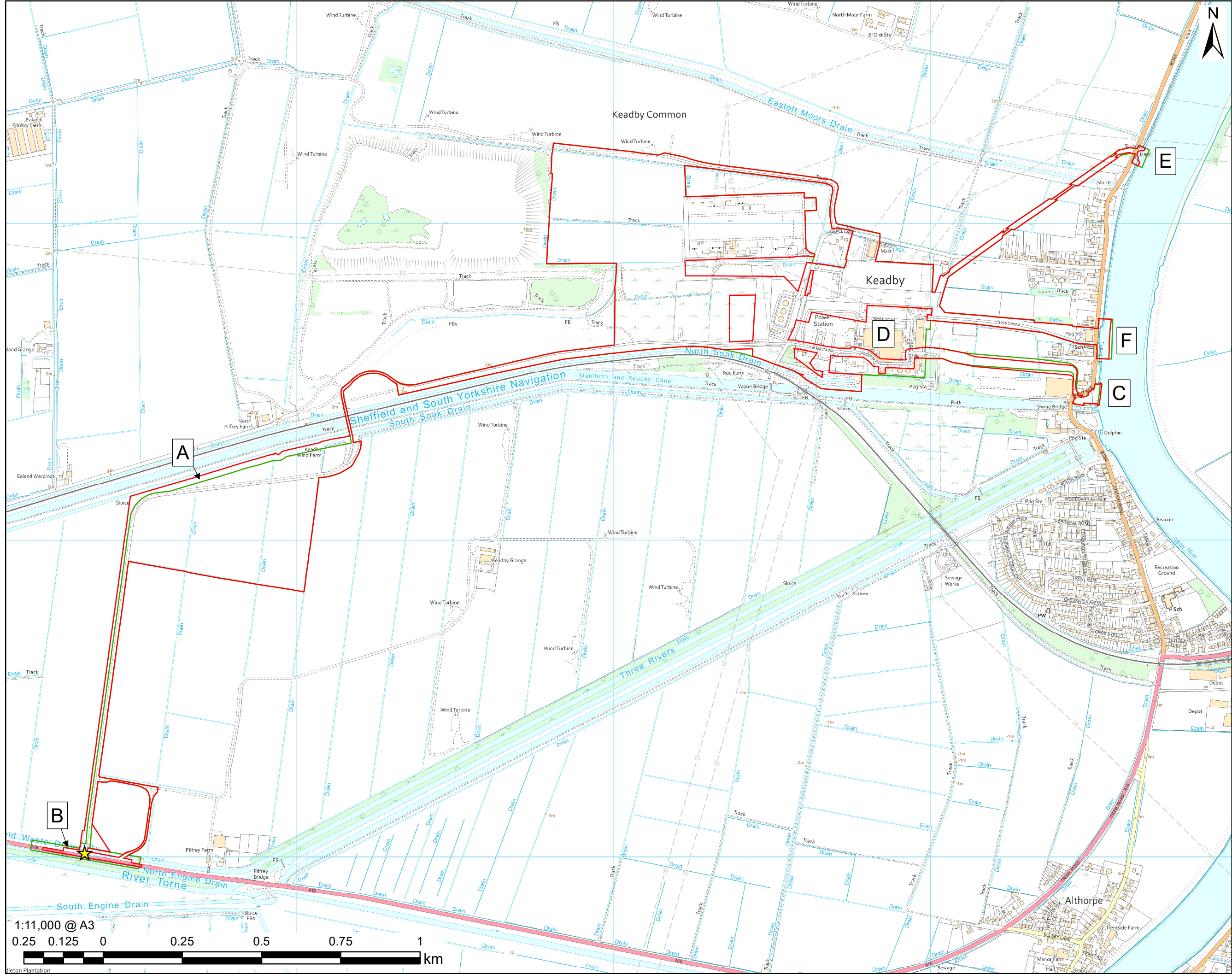
PROJECT NUMBER
60625943

SHEET TITLE
Site Location Plan
(March 2021 Update)

SHEET NUMBER
Figure 1.1

Filename: K:\07 CAD & GIS\02_Maps\Consultation\S48_42 Additional Consultation\K_S48_Fig3.1_The Order Limits_A3_20210318_R01.mxd

Revision: 01 Drawn: JW Checked: CN Approved: RW Date: 19/03/2021



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PROJECT
Keadby 3 Low Carbon Gas
Fired Generating Station

APPLICANT
Keadby Generation Limited

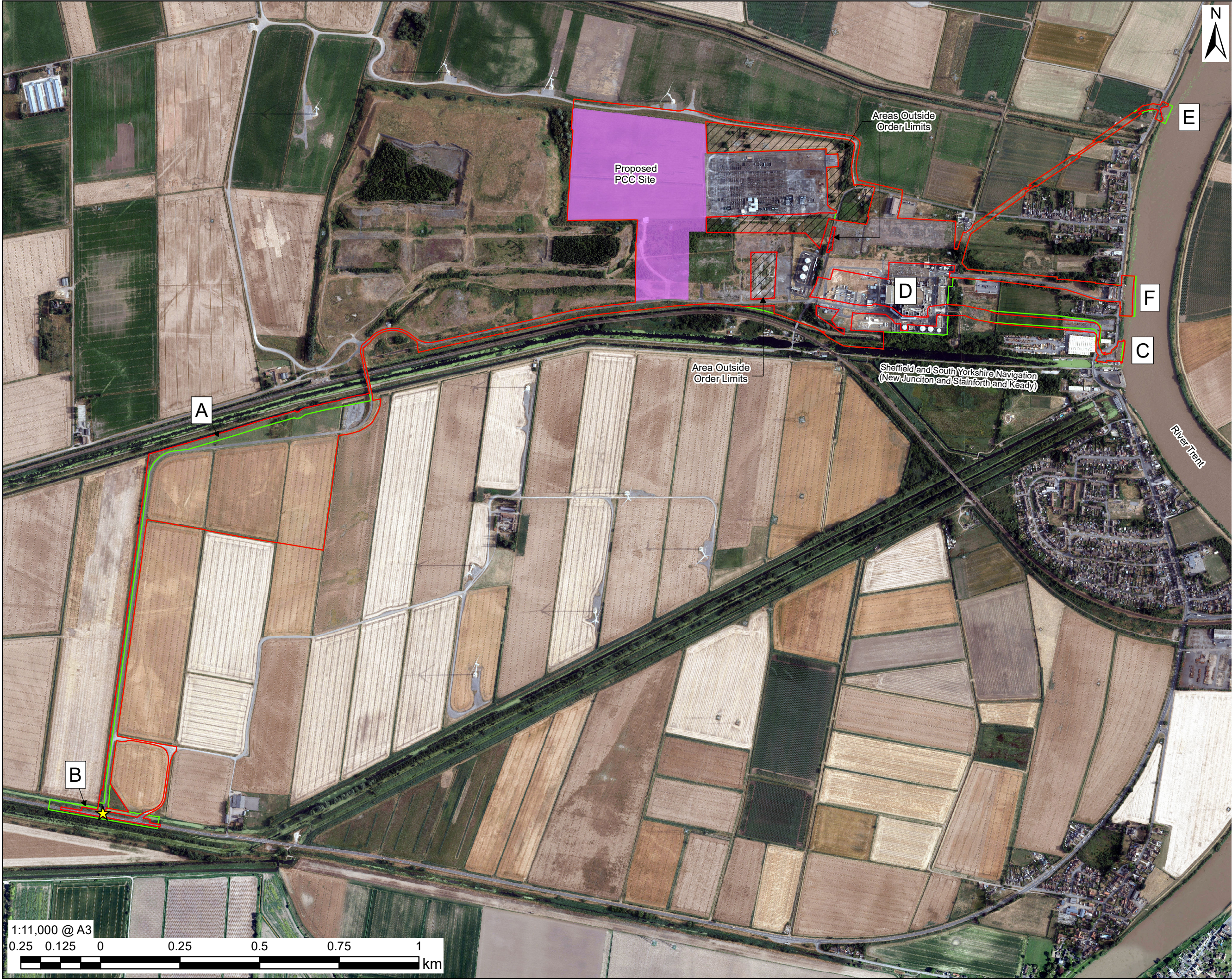
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LEGEND
The Order Limits
PEI Order Limits
New Permanent Access
from A18

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ISSUE PURPOSE
S48/42 CONSULTATION
PROJECT NUMBER
60625943
SHEET TITLE
The Order Limits
(March 2021 Update)

SHEET NUMBER
Figure 3.1



AECOM

PROJECT

Keadby 3 Low Carbon Gas Fired Generating Station

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LEGEND

The Order Limits

PEI Order Limits

New Permanent Access from A18

Proposed PCC Site

Areas Outside Order Limits

NOTES

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ISSUE PURPOSE

S48/42 CONSULTATION

PROJECT NUMBER

60625943

SHEET TITLE

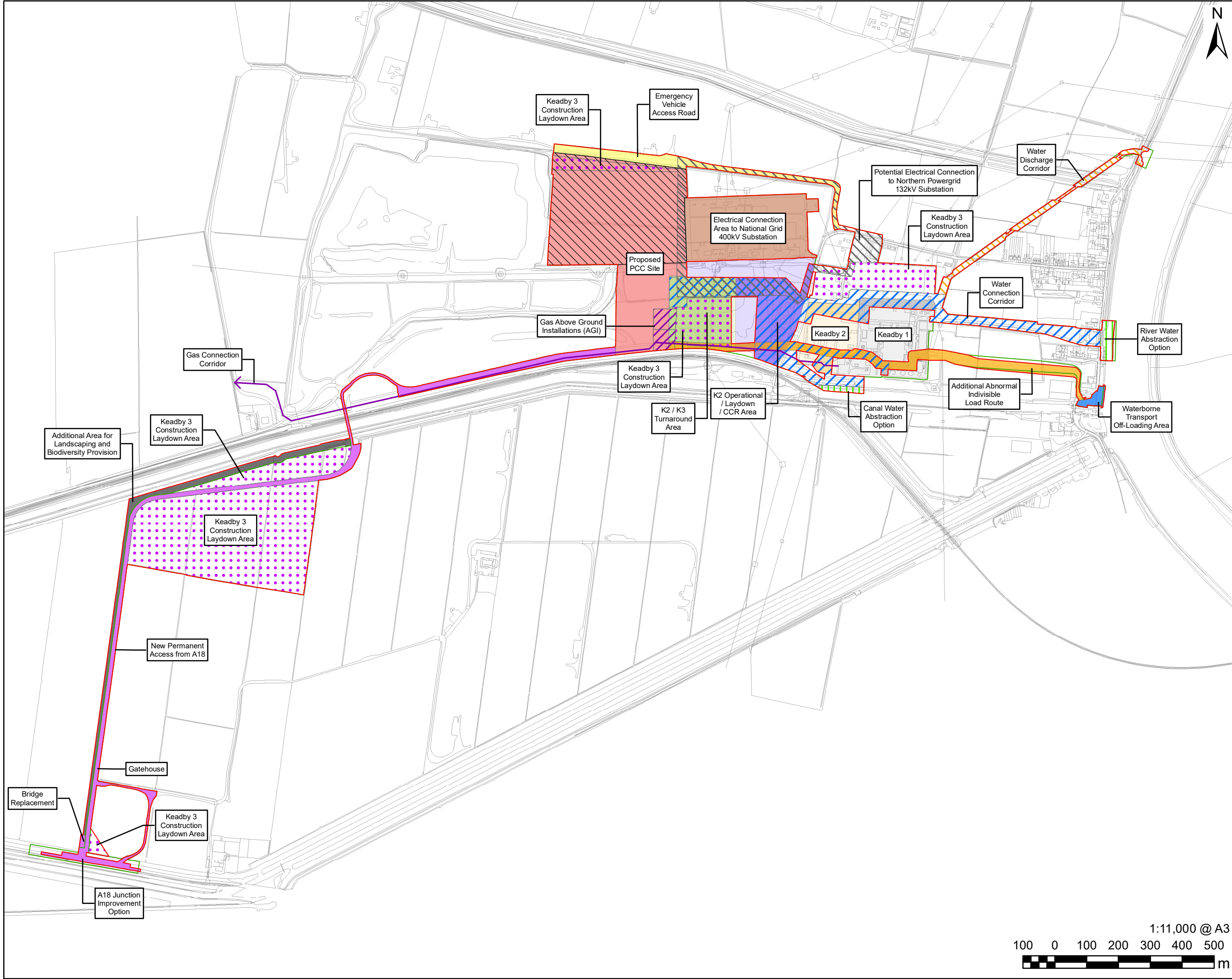
Aerial Photo of The Order Limits (March 2021 Update)

SHEET NUMBER

Figure 3.2

Filename: K:\07 CAD & GIS\02_Maps\Consultation\S48_42 Additional Consultation\K_S48_Fig3_3_Indicative_Work_Areas_A3_20210316_R01.mxd

Revision: 01 Drawn: JW Checked: CN Approved: RW Date: 24/03/2021



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PROJECT
Keadby 3 Low Carbon Gas
Fired Generating Station

CLIENT
Keadby Generation Limited

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- LEGEND**
- The Order Limits
 - PEI Order Limits
 - Main Site
 - Indicative Area:
 - Abstraction Option
 - Additional Abnormal Indivisible Load Route
 - Additional Area for Landscaping and Biodiversity Provision
 - New Permanent Access from A18
 - Electrical Connection Area to National Grid 400kV Substation
 - Emergency Vehicle Access Road
 - Gas Above Ground Installation (AGI)
 - K2 / K3 Turnaround
 - K2 Operational / Laydown / CCR Area
 - Keadby 1
 - Keadby 2
 - Keadby 3 Construction Laydown Areas
 - Potential Electrical Connection to Northern Powergrid 132kV Substation
 - Proposed PCC Site
 - Water Connection Corridor
 - Water Discharge Corridor
 - Waterborne Transport Off-Loading Area
 - Gas Connection Corridor

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Indicative Work Areas Referred to in the PEI Addendum (March 2021)

SHEET NUMBER
Figure 3.3

