

KEADBY 3 CARBON CAPTURE POWER STATION

A collaboration between **SSE Thermal** and **Equinor**

Document Ref: 9.3

Planning Inspectorate Ref: EN010114

The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order

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

Applicant's Response to the Examining Authority's First Written Questions – Vol 2 (Appendices)

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Applicant: Keadby Generation Limited

Date: February 2022

DOCUMENT HISTORY

Document Ref	9.3		
Revision	1.0		
Author	DWD, AECOM, Dentons, Ardent, SSE		
Signed	CT	Date	February 2022
Approved By	CT		
Signed	CT	Date	February 2022
Document Owner	DWD		

GLOSSARY

Abbreviation	Description
ADMS	Atmospheric Dispersion Modelling System
AGI	Above ground installation
AIL	Additional Abnormal Indivisible Load
AQMAU	Air Quality Modelling and Assessment Unit
AS	Additional Submissions
BAT	Best available techniques
CCGT	Combined Cycle Gas Turbine
CCP	Carbon dioxide capture plant
CEMP	Construction Environmental Management Plan
CHP	Combined heat and power
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
FFL	Finished floor level
FRA	Flood Risk Assessment
HP	High pressure
HRSG	Heat Recovery Steam Generator
MW	Megawatts
MWe	Megawatts electrical
NLC	North Lincolnshire Council
NSIP	Nationally Significant Infrastructure Project
PCC	Proposed Power and Carbon Capture
PINS	Planning Inspectorate

RR	Relevant Representation
SoS	Secretary of State
WFD	Water Framework Directive
ZCH	Zero Carbon Humber

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This 'Applicant's Response to the Examining Authority's First Written Questions – Vol 2 (Appendices)' document (**Application Document Ref. 9.3**) has been prepared on behalf of Keadby Generation Limited ('the Applicant') which is a wholly owned subsidiary of SSE plc. It forms part of the application (the 'Application') for a Development Consent Order (a 'DCO'), that has been submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy, under Section 37 of 'The Planning Act 2008' (the '2008 Act').
- 1.1.2 The Applicant is seeking development consent for the construction, operation and maintenance of a new 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').
- 1.1.3 The Proposed Development is a new electricity generating station of up to 910 megawatts (MW) gross electrical output, equipped with carbon capture and compression plant and fuelled by natural gas, on land to the west of Keadby 1 Power Station and the (under commissioning) Keadby 2 Power Station, including connections for cooling water, electrical, gas and utilities, construction laydown areas and other associated development. It is described in Chapter 4: The Proposed Development of the Environmental Statement (ES) (ES Volume I – APP-047).
- 1.1.4 The Proposed Development falls within the definition of a 'Nationally Significant Infrastructure Project' (NSIP) under Section 14(1)(a) and Sections 15(1) and (2) of the 2008 Act, as it is an onshore generating station in England that would have a generating capacity greater than 50MW electrical output (50MWe). As such, a DCO application is required to authorise the Proposed Development in accordance with Section 31 of the 2008 Act.
- 1.1.5 The DCO, if made by the SoS, would be known as 'The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order' ('the Order').

1.2 The Proposed Development

- 1.2.1 The Proposed Development will work by capturing carbon dioxide emissions from the gas-fired power station and connecting into the Humber Low Carbon Pipelines project pipeline network, being promoted by NGCL, for onward transportation to the Endurance storage site under the North Sea.
- 1.2.2 The Proposed Development would comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant and other associated development defined in

Schedule 1 of the draft DCO (APP-005) as Work No. 1 – 11 and shown on the Works Plans (APP-012).

1.2.3 At this stage, the final technology selection cannot yet be made as it will be determined by various technical and economic considerations and will be influenced by future UK Government policy and regulation. The design of the Proposed Development therefore incorporates a necessary degree of flexibility to allow for the future selection of the preferred technology in light of prevailing policy, regulatory and market conditions once a DCO is made.

1.2.4 The Proposed Development will include:

- a carbon capture equipped electricity generating station including a CCGT plant (**Work No. 1A**) with integrated cooling infrastructure (**Work No. 1B**), and carbon dioxide capture plant (CCP) including conditioning and compression equipment, carbon dioxide absorption unit(s) and stack(s) (**Work No. 1C**), natural gas receiving facility (**Work No. 1D**), supporting uses including control room, workshops, stores, raw and demineralised water tanks and permanent laydown area (**Work No. 1E**), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services (all located in the area referred to as the 'Proposed Power and Carbon Capture (PCC) Site' and which together form **Work No. 1**);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for National Grid Gas's apparatus (**Work No. 2A**) and the Applicant's apparatus (**Work No. 2B**) (the 'Gas Connection Corridor');
- electrical connection works to and from the existing National Grid (National Grid Electricity Transmission) 400kV Substation for the export of electricity (**Work No. 3A**) (the 'Electrical Connection Area to National Grid 400kV Substation');
- electrical connection works to and from the existing Northern Powergrid 132kV Substation for the supply of electricity at up to 132kV to the Proposed PCC Site, and associated plant and equipment (**Work No. 3B**) (the 'Potential Electrical Connection to Northern Powergrid 132kV Substation');
- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/or overground water supply pipeline(s) and intake structures within the Stainforth and Keadby Canal, including temporary cofferdam (**Work No. 4A**) (the 'Canal Water Abstraction Option');
 - in the event that the Canal Water Abstraction Option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (**Work No. 4B**) (the 'River Water Abstraction Option'); and

- works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (**Work No. 5**) (the 'Water Discharge Corridor');
 - towns water connection pipeline from existing water supply within the Keadby Power Station for potable water (**Work No. 6**);
 - above ground carbon dioxide compression and export infrastructure comprising an above ground installation (AGI) for the undertaker's apparatus including deoxygenation, dehydration, staged compression facilities, outlet metering, and electrical connection (**Work No. 7A**) and an AGI for NGCL apparatus (**Work No. 7B**);
 - new permanent access from the A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the western private bridge crossing of the Hatfield Waste Drain (**Work No. 8A**) and installation of a layby and gatehouse (**Work No. 8B**), and an emergency vehicle and pedestrian access road comprising the maintenance and improvement of an existing private track running between the Proposed PCC Site and Chapel Lane, Keadby and including new private bridge (**Work No. 8C**);
 - temporary construction and laydown areas including contractor facilities and parking (**Work No. 9A**), and access to these using the existing private roads from the A18 and the existing private bridge crossings, including the replacement of the western existing private bridge crossing known as 'Mabey Bridge' over Hatfield Waste Drain (**Work No. 9B**) and a temporary construction laydown area associated with that bridge replacement (**Work No. 9C**);
 - temporary retention, improvement and subsequent removal of an existing Additional Abnormal Indivisible Load Haulage Route (**Work No. 10A**) and temporary use, maintenance, and placement of mobile crane(s) at the existing Railway Wharf jetty for a Waterborne Transport Offloading Area (**Work No. 10B**);
 - landscaping and biodiversity enhancement measures (**Work No. 11A**) and security fencing and boundary treatments (**Work No. 11B**); and
 - minor associated development.
- 1.2.5 The Proposed Development includes the equipment required for the capture and compression of carbon dioxide emissions from the generating station so that it is capable of being transported off-site. NGCL will be responsible for the development of the carbon dioxide pipeline network linking onshore power and industrial facilities, including the Proposed Development, in the Humber Region. The carbon dioxide export pipeline does not, therefore, form part of the Proposed Development and is not included in the Application but will be the subject of separate consent application(s) to be taken forward by NGCL.

- 1.2.6 The Proposed Development is designed to be capable of operating 24 hours per day, 7 days a week, with plant operation dispatchable to meet electricity demand and with programmed offline periods for maintenance. It is anticipated that in the event of CCP maintenance outages, for example, it could be necessary to operate the Proposed Development without carbon capture, with exhaust gases from the CCGT being routed via the Heat Recovery Steam Generator (HRSG) stack.
- 1.2.7 Various types of associated and ancillary development further required in connection with and subsidiary to the above works are detailed in Schedule 1 'Authorised Development' of the draft DCO (APP-005). This, along with Chapter 4: The Proposed Development in the ES Volume I (APP-047), provides further description of the Proposed Development. The areas within which each numbered Work (component) of the Proposed Development are to be built are defined by the coloured and hatched areas on the Works Plans (APP-012).

1.3 The Proposed Development Site

- 1.3.1 The Proposed Development Site (the 'Order Limits') is located within and near to the existing Keadby Power Station site near Scunthorpe, Lincolnshire and lies within the administrative boundary of North Lincolnshire Council (NLC). The majority of land is within the ownership or control of the Applicant (or SSE associated companies) and is centred on national grid reference 482351, 411796.
- 1.3.2 The existing Keadby Power Station site currently encompasses the operational Keadby 1 and Keadby 2 Power Station (under commissioning) sites, including the Keadby 2 Power Station Carbon Capture and Readiness reserve space.
- 1.3.3 The Proposed Development Site encompasses an area of approximately 69.4 hectares (ha). This includes an area of approximately 18.7ha to the west of Keadby 2 Power Station in which the generating station (CCGT plant, cooling infrastructure and CCP) and gas connection will be developed (the Proposed PCC Site).
- 1.3.4 The Proposed Development Site includes other areas including:
- a high pressure gas pipeline to supply the CCGT including a gas compound for NGG apparatus and a gas compound for the Applicant's apparatus;
 - the National Grid 400kV Substation located directly adjacent to the Proposed PCC Site, through which electricity generated by the Proposed Development will be exported;
 - Emergency Vehicle Access Road and Potential Electrical Connection to Northern Powergrid Substation;
 - Water Connection Corridors:

- Canal Water Abstraction Option which includes land within the existing Keadby Power Station site with an intake adjacent to the Keadby 2 Power Station intake and pumping station and interconnecting pipework;
- River Water Abstraction Option which includes a corridor that spans Trent Road and encompasses the existing Keadby Power Station pumping station, below ground cooling water pipework, and infrastructure within the River Trent; and
- a Water Discharge Corridor which includes an existing discharge pipeline and outfall to the River Trent and follows a route of an existing easement for Keadby 1 Power Station;
- an existing river wharf at Railway Wharf (the Waterborne Transport Offloading Area) and existing temporary haul road into the into the existing Keadby 1 Power Station Site (the 'Additional Abnormal Indivisible Load (AIL) Route');
- a number of temporary Construction Laydown Areas on previously developed land and adjoining agricultural land; and
- land at the A18 Junction and an existing site access road, including two existing private bridge crossings of the Hatfield Waste Drain lying west of Pilfrey Farm (the western of which is known as Mabey Bridge, to be replaced, and the eastern of which is termed Skew Bridge) and an existing temporary gatehouse, to be replaced in permanent form.

1.3.5 In the vicinity of the Proposed Development Site the River Trent is tidal. Therefore, parts of the Proposed Development Site are within the UK marine area. No harbour works are proposed.

1.3.6 Further description of the Proposed Development Site and its surroundings is provided in **Chapter 3: The Site and Surrounding Area** in ES Volume I (**APP-046**).

1.4 The Development Consent Process

1.4.1 As a NSIP project, the Applicant is required to seek a DCO to construct, operate and maintain the generating station, under Section 31 of the 2008 Act. Sections 42 to 48 of the 2008 Act govern the consultation that the promoter must carry out before submitting an application for a DCO and Section 37 of the 2008 Act governs the form, content and accompanying documents that are required as part of a DCO application.

1.4.2 An application for development consent for the Proposed Development has been submitted to and accepted for examination by the Planning Inspectorate (PINS) acting on behalf of the SoS. PINS is now examining the Application and will make a recommendation to the SoS, who will then decide whether to make (grant) the DCO.

1.5 The Purpose and Structure of this Document

- 1.5.1 This document contains the supporting material submitted alongside the Applicant's response to the Examining Authority's (ExA's) first set of written questions, which were issued on 14 December 2021.
- 1.5.2 The responses themselves are provided in Section 2, Table 2.1 of the Applicant's Response to the Examining Authority's First Written Questions – Vol 1 (Document Ref. 9.2).

2.0 APPLICANT'S RESPONSE TO EXAMINING AUTHORITY'S FIRST WRITTEN QUESTIONS – APPENDICES

2.1.1 A list of the appendices supporting the Applicant's response to the ExA's first written questions can be found below in numerical order along with the question they relate to while the appendices themselves can be found on the following pages:

- Appendix 1: Completed Annex A (Q1.6.7).
- Appendix 2: Yorkshire & Humber Region: Agricultural Land Classification (Q1.8.1).
- Appendix 3a: PA/2021/188 Planning Documents (Q1.16.36).
- Appendix 3b: PA/2019/1595 Planning Documents (Q1.16.36).
- Appendix 3c: PA/2018/1950 Planning Documents (Q1.16.36).

APPENDIX 1: COMPLETED ANNEX A (Q1.6.7)

ExQ1: 14 December 2021

Responses due by Deadline 2: Tuesday 1 February 2022

ANNEX A

[Keadby 3 Low Carbon Gas Power Station Project]:

List of all objections to the grant of Compulsory Acquisition or Temporary Possession powers.

In the event of a new interest in the land, or Category 3 person, being identified the Applicant should inform those persons of their right to apply to become an Interested Party under s102A PA2008.

Obj No. ⁱ	Name/ Organisation	IP/AP Ref No ⁱⁱ	RR Ref No ⁱⁱⁱ	WR Ref No ^{iv}	Other Doc Ref No ^v	Interest ^{vi}	Permanent / Temporary ^{vii}	Plot(s)	CA? ^{viii}	Status of objection
1	National Grid Electricity Transmission Plc	N/A	RR-008	N/A	N/A	Freehold (whole) - 67, 68, 90, 94 Freehold (subsoil) - 103, 106, 107, 110, 111 Leasehold - None Occupiers - 64, 65, 70, 82, 83, 84, 85, 86, 87, 88, 101, 148, 159, 160, 166, 167 Category 2 - 11, 12, 13, 14, 16, 16a, 17, 17a, 17b, 32, 32a, 41, 46, 48, 49,	Both	11, 12, 13, 14, 16, 16a, 17, 17a, 17b, 32, 32a, 41, 48, 49, 49a, 50, 51, 54, 61, 64, 65, 67, 68, 69, 70, 72, 72a, 73, 74, 76, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 90, 94, 98, 100, 101, 102, 103, 106, 107, 110, 111, 112, 120, 121, 124, 125, 127, 128, 129,	Yes	Live

ExQ1: 14 December 2021

Responses due by Deadline 2: Tuesday 1 February 2022

Obj No. ⁱ	Name/ Organisation	IP/AP Ref No ⁱⁱ	RR Ref No ⁱⁱⁱ	WR Ref No ^{iv}	Other Doc Ref No ^v	Interest ^{vi}	Permanent / Temporary ^{vii}	Plot(s)	CA? ^{viii}	Status of objection
						49a, 50, 50a, 51, 54, 61, 69, 72, 72a, 73, 74, 76, 79, 80, 81, 98, 100, 112, 120, 121, 124, 125, 127, 128, 129, 130, 132, 133, 134, 140, 141, 142, 143, 147, 152, 153, 161, 162, 165, 165a		130, 132, 133, 134, 140, 141, 142, 143, 147, 148, 152, 153, 159, 160, 161, 162, 165, 165a, 166, 167		
2	Network Rail	N/A	RR-011	N/A	N/A	Freehold (whole) - 28, 29 Freehold (subsoil) - None Leasehold - None Occupiers - None Category 2 -	Permanent	28, 29	Yes	Live

ExQ1: 14 December 2021

Responses due by Deadline 2: Tuesday 1 February 2022

Obj No. ⁱ	Name/ Organisation	IP/AP Ref No ⁱⁱ	RR Ref No ⁱⁱⁱ	WR Ref No ^{iv}	Other Doc Ref No ^v	Interest ^{vi}	Permanent / Temporary ^{vii}	Plot(s)	CA? ^{viii}	Status of objection
3	Northern Powergrid (Yorkshire) Plc	N/A	RR-012	N/A	N/A	Freehold (whole) - 123 Freehold (subsoil) - 122, 124 Leasehold - None Occupiers - 88, 94, 109, 123, 124 Category 2 - 42, 83, 89, 90, 108, 115, 116, 117, 119, 121, 143, 158, 162	Both	42, 83, 86, 88, 89, 90, 94, 108, 109, 115, 116, 117, 119, 121, 122, 123, 124, 143, 158, 162	Yes	Live
4	The Canal and Rivers Trust	N/A	N/A	N/A	AS-001	Freehold - 27, 37, 38, 39, 75, 80, 80a, 81, Freehold (subsoil) - None Leasehold - None Occupiers - 66, 88, 91,	Both	27, 37, 38, 39, 66, 75, 80, 80a, 81, 88, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 113,	Yes	Live

ExQ1: 14 December 2021

Responses due by Deadline 2: Tuesday 1 February 2022

Obj No. ⁱ	Name/ Organisation	IP/AP Ref No ⁱⁱ	RR Ref No ⁱⁱⁱ	WR Ref No ^{iv}	Other Doc Ref No ^v	Interest ^{vi}	Permanent / Temporary ^{vii}	Plot(s)	CA? ^{viii}	Status of objection
						92, 93, 95, 96, 97, 98, 99, 100, 101, 163, 171 102, 103, 104, 105, 106, 107, 108, 109, 110, 113, 156, 157 Category 2 - 158		156, 157, 158, 162, 163, 171		
5	Environment Agency	N/A	N/A	N/A	AS-002	Freehold - 3, 10, 26, 27, 28, 30, 31, 46, 47, 52, 53, 54 Freehold (subsoil) - 1, 2, 4, 5, 6, 7, 8, 9 Leasehold - None Occupiers - 66, 88, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103,	Both	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 26, 27, 28, 30, 31, 46, 47, 52, 53, 54, 66, 75, 76, 77, 80, 80a, 81, 88, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110,	Yes	Live

ExQ1: 14 December 2021

Responses due by Deadline 2: Tuesday 1 February 2022

Obj No. ⁱ	Name/ Organisation	IP/AP Ref No ⁱⁱ	RR Ref No ⁱⁱⁱ	WR Ref No ^{iv}	Other Doc Ref No ^v	Interest ^{vi}	Permanent / Temporary ^{vii}	Plot(s)	CA? ^{viii}	Status of objection
						104, 105, 106, 107, 108, 109, 110, 113, 156, 157, 171 Category 2 - 75, 76, 77, 80, 80a, 81		113, 156, 157, 171		

i Obj No = objection number. All objections listed in this table should be given a unique number in sequence.

ii Reference number assigned to each Interested Party (IP) and Affected Person (AP)

iii Reference number assigned to each RR (RR) in the Examination library

iv Reference number assigned to each Written Representation (WR) in the Examination library

v Reference number assigned to any other document in the Examination library

vi This refers to parts 1 to 3 of the Book of Reference:

- Part 1, containing the names and addresses of the owners, lessees, tenants, and occupiers of, and others with an interest in, or power to sell and convey, or release, each parcel of Order land;
- Part 2, containing the **names and addresses of any persons whose land is not directly affected under the Order, but who "would or might" be entitled to make a claim under section 10 of the Compulsory Purchase Act 1965, as a result of the Order being implemented, or Part 1 of the Land Compensation Act 1973, as a result of the use of the land once the Order has been implemented;**
- Part 3, containing the names and addresses of any persons who are entitled to easements or other private rights over the Order land that may be extinguished, suspended or interfered with under the Order.

vii This column indicates whether the applicant is seeking compulsory acquisition or temporary possession of land/ rights

viii **CA = compulsory acquisition. The answer is 'yes' if the land is in parts 1 or 3 of the Book of Reference and National Grid are seeking compulsory acquisition of land/ rights.**

APPENDIX 2: YORKSHIRE & HUMBER REGION: AGRICULTURAL LAND CLASSIFICATION (Q1.8.1)

Yorkshire & The Humber Region

1:250 000 Series Agricultural Land Classification

This map represents a generalised pattern of land classification grades and any enlargement of the scale of the map would be misleading. This map does not show subdivisions of Grade 3 which are normally mapped by more detailed survey work.

1:250 000 at A0

Further information

Details of the system of grading can be found in: Agricultural Land Classification of England and Wales: revised guidelines and criteria for grading the quality of agricultural land. www.defra.gov.uk

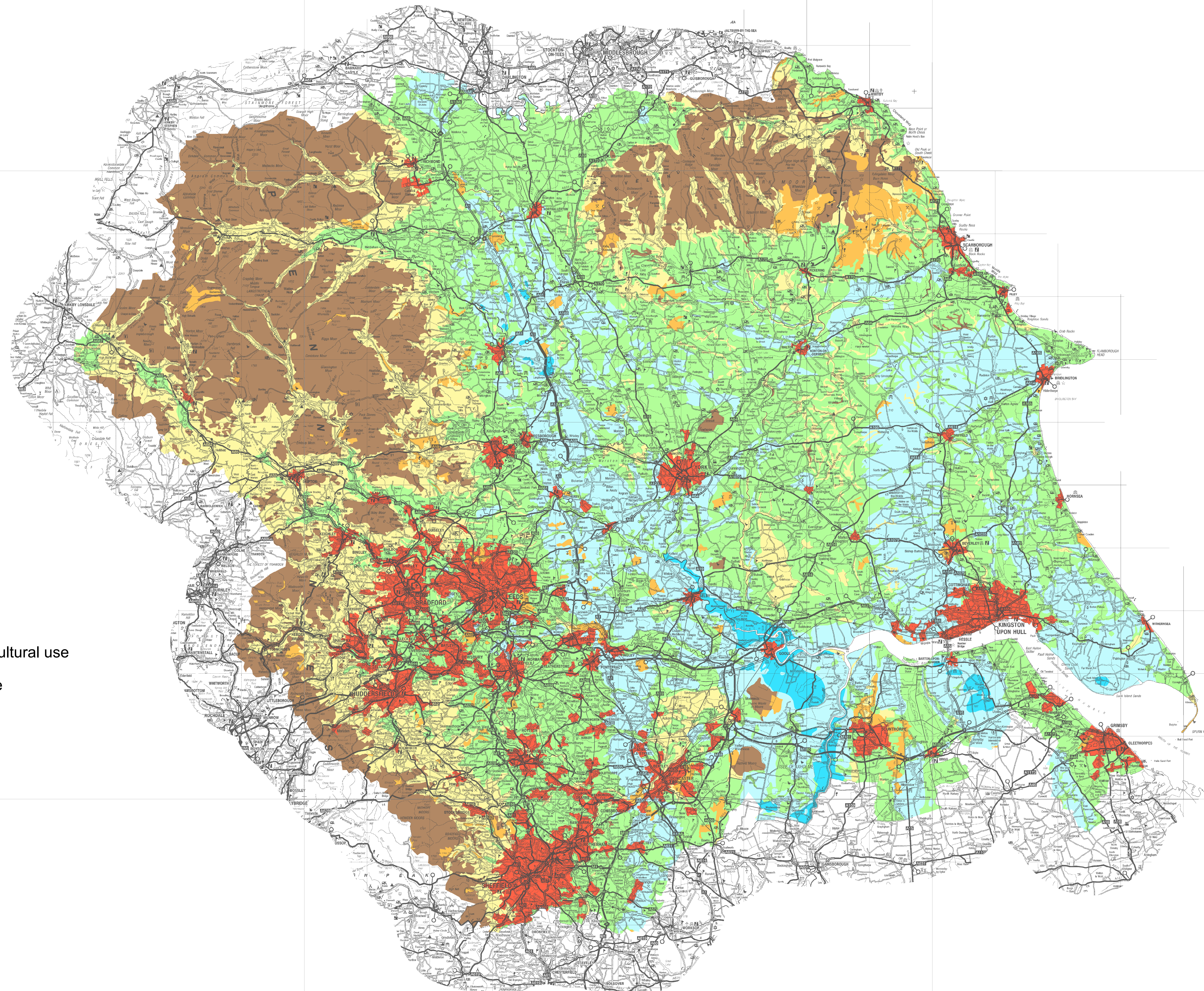
For further information about the availability of Agricultural Land Classification data, including more detailed local surveys, please contact the Natural England Enquiry Service on 0845 600 3078 or e-mail enquiries@naturalengland.org.uk

Grade Description

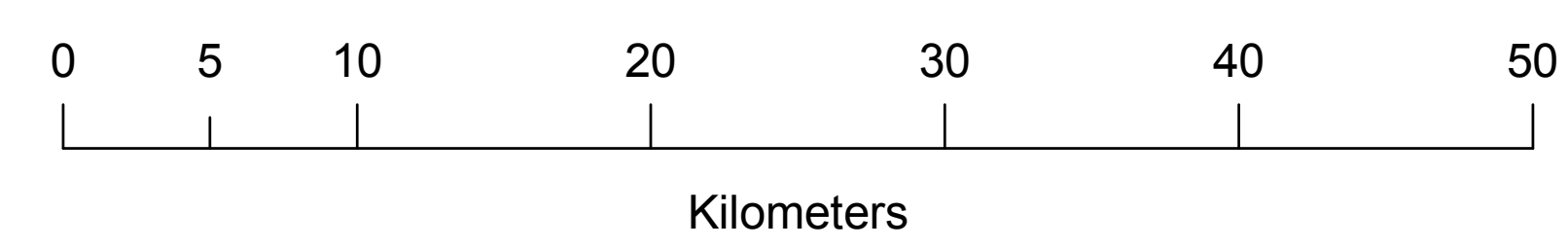
- 1 ■ Excellent
- 2 ■ Very Good
- 3 ■ Good to Moderate
- 4 ■ Poor
- 5 ■ Very Poor

Non-Agricultural Land

- Other land primarily in non-agricultural use
- Land predominantly in urban use



1:250,000 at A0



APPENDIX 3A: PA/2021/188 PLANNING DOCUMENTS (Q1.16.36)

DELEGATED ASSESSMENT

Application no:	PA/2021/188
Proposal:	Planning permission to amend conditions 7 & 8 of PA/2019/1595 to extend the time period for the restoration of the site and decommissioning of the haul road
Location:	Warehouse North Of Keadby Lock, Station Road, Keadby, DN17 3BP
Applicant:	
Officer:	Brian Mc Parland
POLICY	
Local Plan:	D1
Core Strategy:	CS1, CS2, CS3 & CS5
NPPF:	Section 12
CONSULTATIONS	
Highways:	No objection received
Drainage:	No objection received
Parish/Town Council	No objection.
PUBLICITY:	Site notice posted and the application was advertised within local press for a period of 21 days before a decision was made.
LETTERS OF COMMENT:	No comments received
MATERIAL CONSIDERATIONS:	
	Impact on the character of the area design; Impact on the amenity of neighbours.

MATERIAL CONSIDERATIONS

The original planning permission reference PA/2019/1595 was approved, dated 15/11/2019 with 10 planning conditions. As this is an application under Section 73 the council can only consider the variations to conditions 7 & 8.

Planning permission reference PA/2019/1595 was to erect a temporary haul road to facilitate the delivery of approximately 80 Abnormal Indivisible Loads (ALE's) from the crane platform approved under PA/2019/1554 in connection with the construction of the Keadby 2 Power Station. The plans show that the route of this temporary haul road will be through the existing yard of PD Ports, across an agricultural field and two field ditches and then it will connect up with the existing hardstanding belonging to the Keadby Power Station. It is worth noting that the section of temporary haul road and two bridges amounts to approximately 206m in length.

The proposal is to amend conditions 7 & 8 of PA/2019/1595 to extend the time period for the restoration of the site and decommissioning of the haul road. For clarity conditions 7 & 8 are;

Condition 7.

'Following completion of the construction of the Keadby 2 Power Station project the haul road, road bridges and associated infrastructure shall be excavated, dismantled and removed from the site. The developer shall notify the local planning authority in writing no later than 28 days following completion of the power station. The site shall subsequently be restored in accordance with the approved restoration scheme no later than three months following completion of the Keadby 2 Power Station'.

Condition 8.

'Within 12 months of completion of the temporary haul road hereby approved a scheme for the decommissioning of the haul road and restoration of the site, including the incorporation of biodiversity enhancements shall be submitted to and written by the local planning authority. Such an approved scheme shall be implemented in accordance with the timescales as set out in condition 7 of this planning permission'.

The applicant is applying to vary conditions 7 & 8, as follows.

Condition 7.

‘Unless a new planning permission or consent has been granted to permit the retention of the temporary haul road on a further temporary basis within 2 years from completion of the Keadby 2 Power Station Project, the temporary haul road, road bridges and associated infrastructure shall be excavated, dismantled and removed from the site. The developer shall notify the local planning authority in writing no later than 28 days following completion of the construction of Keadby 2 Power Station. The site shall subsequently be restored in accordance with the approved restoration scheme no later than three months following the removal of the works from the site`.

Condition 8.

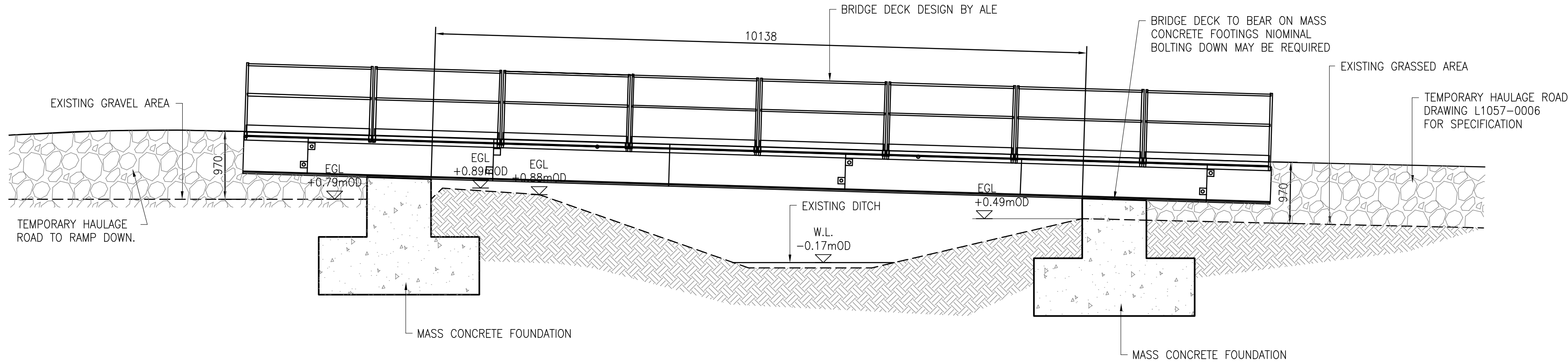
‘No later than 18 months following completion of the construction of the Keadby 2 Power Station Project a scheme for the removal of the temporary haul road, road bridges and associated infrastructure and restoration of the site, including the incorporation of biodiversity enhancements and a timetable for implementation, shall be submitted to and approved in writing by the local planning authority. The scheme shall thereafter be implemented as approved, except for where a new planning permission or consent has been granted to permit the retention of the temporary haul road in which case the removal of the temporary haul road shall be in accordance with the requirements of the new planning permission or consent`.

Condition 7 and 8 were attached to PA/2019/1595 given the temporary nature of the haul road and the potential for biodiversity enhancements. The applicant has submitted information by way of a letter outlining the reasoning for the extended use and retention of the Temporary Haul Road (to be used during the construction of Keadby 3). No other applications in relation to the original planning permission PA/2019/1595 have been submitted. The letter as part of the variation has been added to condition no.2.

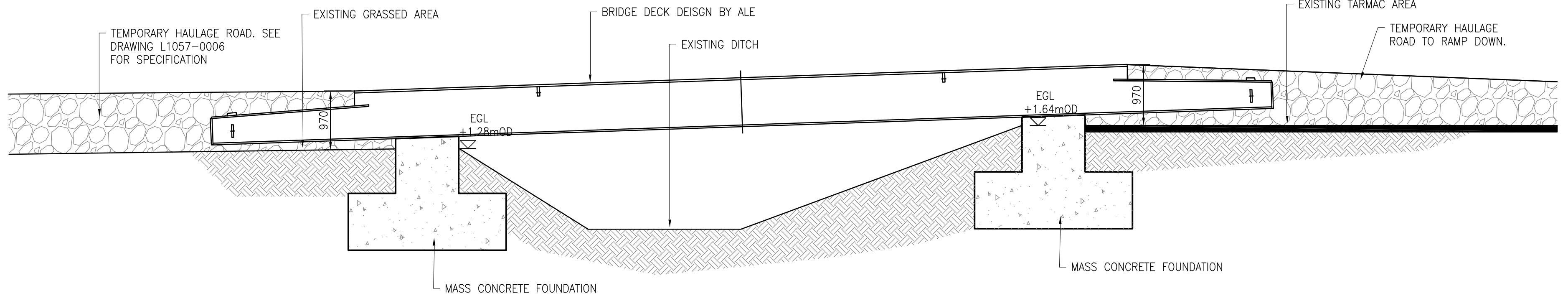
The recommending officer is satisfied the varied conditions maintain the temporary nature of the original conditions (7 & 8) and are therefore varied and approved.

RECOMMENDATION: Approve the variation

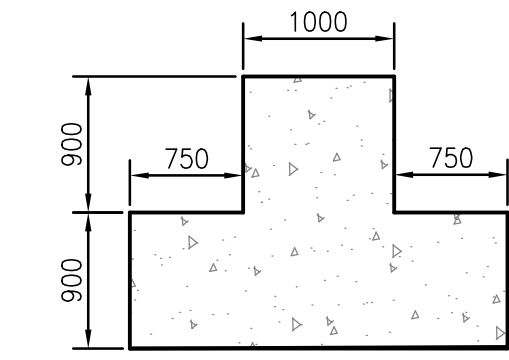
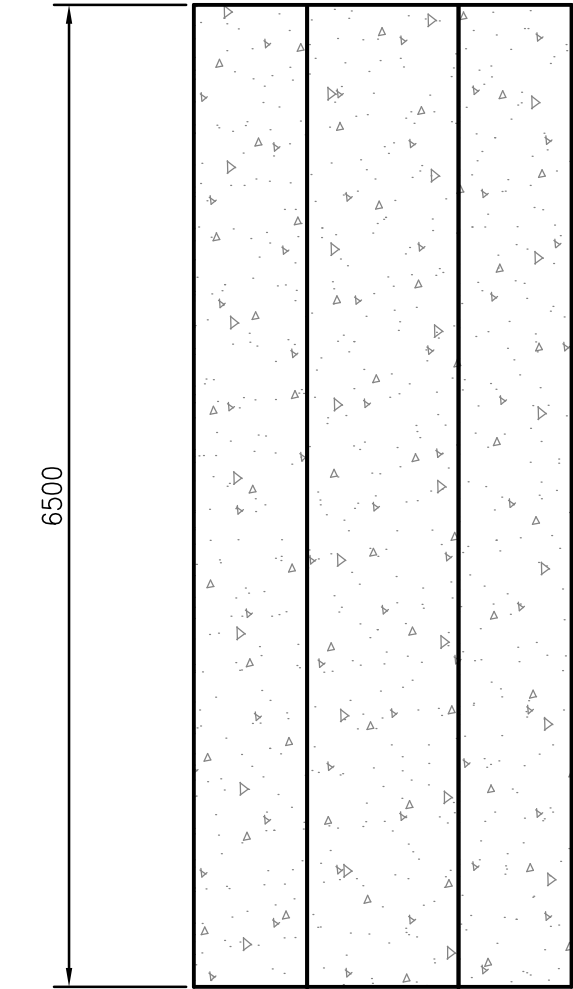
1. DO NOT SCALE OFF DRAWINGS.
2. DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. LEVELS IN METRES RELATIVE TO SITE DATUM.
3. ALL DIMENSIONS TO BE CHECKED ON SITE.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS & DOCUMENTS.
5. THIS DRAWING HAS BEEN BASED ON ALE DRAWING A6039-10-DWG-003 REV B.
6. ALL FOUNDATION INFORMATION ON THIS DRAWING IS INDICATIVE AND WILL BE CONFIRMED DURING DETAILED DESIGN.



2 SECTION - WESTERN DITCH
1:50



3 SECTION - EASTERN DITCH
1:50



SECTION

4 TYPICAL MASS CONCRETE FOUNDATION
1:50 (4 No. THUS)

Rev	Date	Description	By	Chk	App
D3	10.09	ISSUED FOR INFORMATION	HB	CG	CG
D2	09.09	REVISED AS CLOUDED	WD	MB	MB
D1	06.09	REVISED AS CLOUDED	WD	MB	MB
D0	09.08	ISSUED FOR INFORMATION	HB	JP	MB

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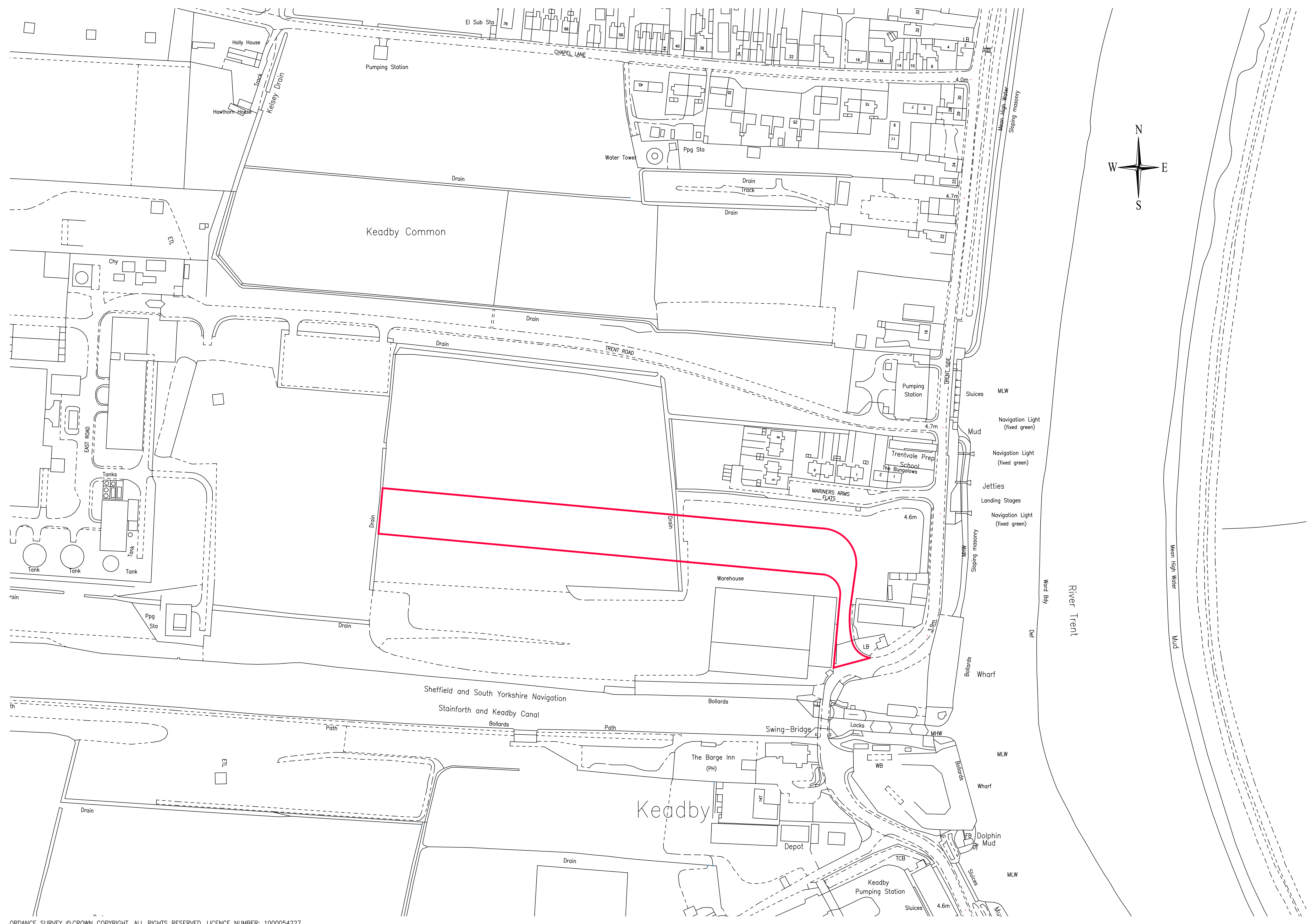
PROJECT
KEADBY ENABLING WORKS

DRAWING TITLE
TEMPORARY HAUL ROAD
DITCH CROSSINGS
DETAIL SHEET 1

STATUS
PRELIMINARY

Date: 01.07.19	Scale: 1:50	Drawn: WD	Chk: MB	App: MB
Project No: L1057	Dwg. No: 0005	Rev: 03		

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SITE LOCATION PLAN

SCALE 1:1250

Rev	Date	Description	By	Chk	App
01	16.09	ISSUED FOR COMMENT	CP	MB	MB
00	10.09	ISSUED FOR INFORMATION	HB	CC	CC

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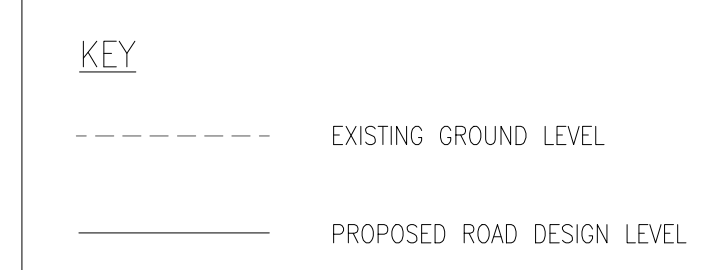
DRAWING TITLE
TEMPORARY HAUL ROAD
SITE LOCATION PLAN

STATUS
PRELIMINARY

Date: 06.09.19	Scale: 1:1250	Drawn: CP	Calc: MB	App: MB
Project No: L1057	Drwg. No: 0008	Rev: 01		



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 - WHERE POOR GROUND IS ENCOUNTERED THE ENGINEER MUST BE NOTIFIED TO DETERMINE IF FURTHER INFORMATION IS REQUIRED.
 - ROAD CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS: VOL 1 - SPECIFICATION FOR HIGHWAY WORKS (SHW) UNLESS SPECIFICALLY STATED OTHERWISE.
 - ALL PROPOSED TRAFFIC MANAGEMENT ARRANGEMENTS MUST BE AGREED WITH THE LOCAL ROAD SERVICE AUTHORITY PRIOR TO THE COMMENCEMENT OF WORKS.



Chainage	Proposed Levels	Existing Levels	Level Difference	Horizontal Geometry	Vertical Geometry
0+000		4.340			
10.000		4.023		R: 10.000m L: 25.519m	
20.000		3.702			
25.519		3.358			
31.098		3.242			
40.000		2.936			
54.644		2.685			
60.000		2.669			
68.455		2.605			
82.266		2.419			
90.000		2.208			
100.000		1.975			
110.000		1.818			
120.000		1.717			
130.000		1.670			
140.000		1.672			
150.000		1.620			
160.000		1.621	-0.017		
167.000	1.619	1.609	0.045		
170.000	1.554	1.114	0.389		
180.000	1.504	0.906	0.547		
190.000	1.454	0.793	0.611		
200.000	1.404	0.746	0.608		
210.000	1.354	0.752	0.552		
220.000	1.304	0.731	0.523		
230.000	1.254	0.636	0.567		
240.000	1.204	0.557	0.597		
250.000	1.154	0.515	0.589		
260.000	1.104	0.446	0.607		
270.000	1.054	0.375	0.629		
280.000	1.004	0.341	0.612		
290.000	0.954	0.349	0.555		
300.000	0.904	0.347	0.506		
310.000	0.854	0.286	0.517		
320.000	0.804	0.252	0.502		
330.000	0.754	0.289	0.414		
340.000	0.704	0.288	0.366		
350.000	0.654	0.360	0.244		
360.000	0.604	0.456	0.097		
370.000	0.554	0.451	0.074		
382.548	0.525	0.527	-0.240		
387.069	0.527	0.693	-0.089		
389.048	0.527	0.793	0.078		
399.000	0.527	0.807	0.078		
410.000	0.633	0.878	0.210		
420.000	0.703	1.292			
438.192	0.885	1.349			
449.819	1.088	1.280			
449.873	1.255	1.245			
460.000	1.449	1.234			
470.000	1.449	1.022			
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480.000	1.449	0.369			
481.006	1.449	0.584			
490.000	1.449	0.930			
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510.000	1.449				
516.615	1.449				
519.502	1.449				
530.000	1.449				
540.000	1.449				
544.355	1.449				

HAUL ROAD - LONGSECTION
SCALE: H 1:100, V 1:20.

Rev	Date	Description	By	Chk	App
03	20.09.19	DRAINAGE REMOVED AS PER REQUEST	AC	GMC	DG
02	17.09.19	CHANGE OF TITLE	CP	MB	MB
01	09.08.19	VIEWPORT ROTATED	AC	GMC	DG
00	06.08.19	PRELIMINARY ISSUE	AC	GMC	DG

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College House, Citylink Business Park, Belfast BT12 4HQ
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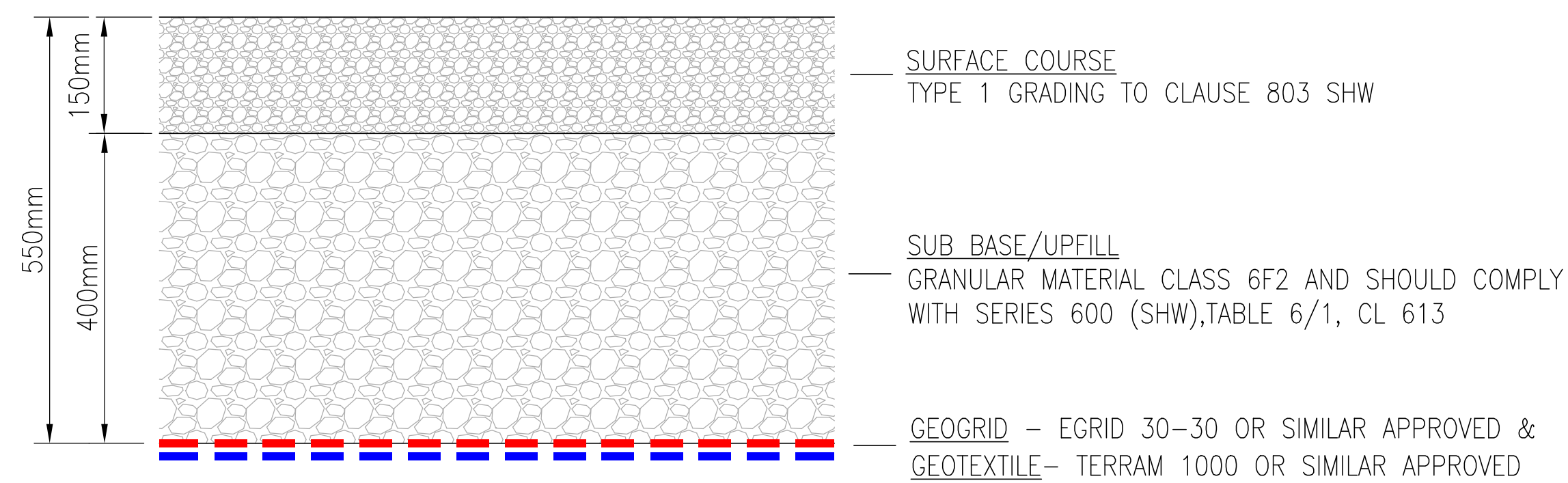
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PROJECT
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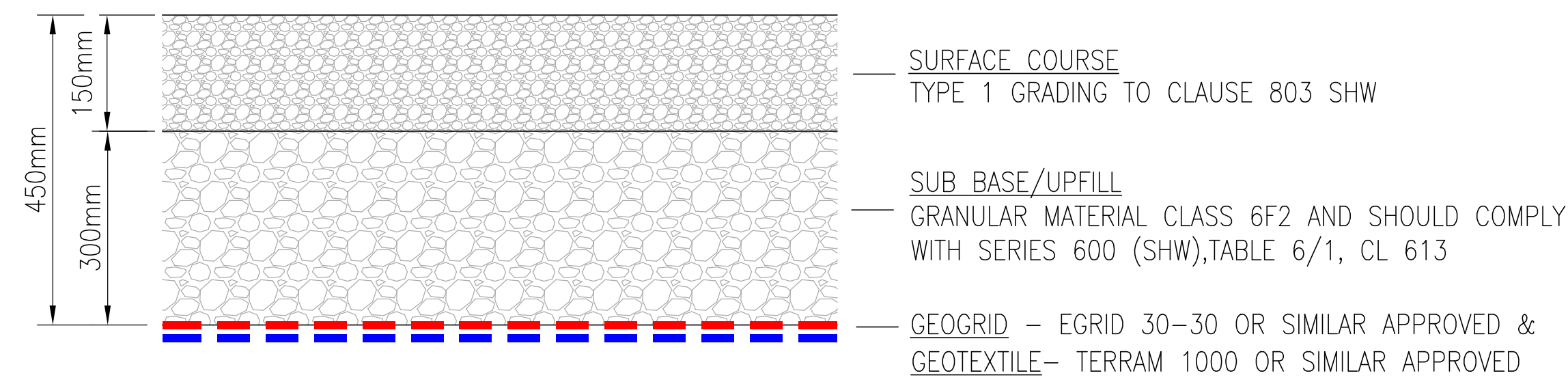
DRAWING TITLE
PROPOSED HAUL ROAD
PLAN AND LONGSECTION

STATUS
PRELIMINARY

Date: 06.08.19	Scale: AS SHOWN	Drawn: AC	Chk: GMC	Appr: DG
Project No: N1041	Dwg. No: 0010	Rev:		03



DETAIL 'A'
TRACK CONSTRUCTION – EXCAVATED
ASSUMED FORMATION CBR < 2.5%
(NTS)



DETAIL 'B'
TRACK CONSTRUCTION – EXCAVATED
ASSUMED FORMATION CBR OF 2.5–5%
(NTS)

NOTE: CBR VALUE OF FORMATION LAYER TO BE ASSESSED ON SITE PRIOR TO TRACK CONSTRUCTION. TESTS TO BE CARRIED OUT ON FORMATION AT ENGINEERS DISCRETION OR CHANGES IN SUBSOIL.

IF CBR <2.5% PLEASE CONSULT WITH ENGINEER.

MATERIAL TO BE PLACED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS SERIES 600 TABLE 6/1.

02	17.09.18	EXCHANGE OF TITLE	CP	MB	MB
01	26.08.19	ROAD BUILD UP UPDATED TO UNBOUND	AC	GMC	DG
00	09.08.19	PRELIMINARY ISSUE	AC	GMC	DG
Rev	Date	Description	By	Chk	App

BYRNE LOOBY
College House, Citylink Business Park, Belfast BT12 4HQ
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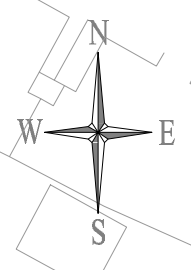
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ALE

PROJECT
KEADBY ENABLING WORKS

DRAWING TITLE
PROPOSED ROAD DETAILS

STATUS
PRELIMINARY

Date: 09.08.19	Scale: AS SHOWN	Drawn: AC	Chk: GMC	App: DG
Project No: N1041	Dwg. No: 0011	Rev:		02



GENERAL NOTES

01	10.08.19	FOR INFORMATION	AC	GMC	DG
00	06.09.19	PRELIMINARY ISSUE	AC	GMC	DG
Rev	Date	Description	By	Chk	App

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 College House, Citylink Business Park, Belfast BT12 4HQ
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DRAWING TITLE
 TEMPORARY HAUL ROAD
 RED LINE BOUNDARY PLAN

STATUS
 PRELIMINARY

Date:	09.08.19	Scale:	1:750	Drawn:	AC	Chk:	GMC	App:	DG
Project No:	N1041	Drwg. No:	0013	Rev:					01

Date: 3 February 2020
Our Ref: 15369

Andrew Law
North Lincolnshire Council
Civic Centre
Ashby Road
Scunthorpe
DN16 1AB



6 New Bridge Street
London EC4V 6AB
T: 020 7489 0213
F: 020 7248 4743
E: info@dwdllp.com
W: dwdllp.com

Dear Mr Law,

THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

SECTION 73 - MINOR MATERIAL AMENDMENT – VARIATION OF CONDITIONS 7 AND 8 OF PLANNING PERMISSION REF. PA/2019/1595 – DECOMMISSIONING AND RESTORATION OF HAUL ROAD

I write on behalf of Keadby Developments Limited ('KDL'), a subsidiary of SSE plc ('the Applicant'), to submit a planning application (the 'Application') under Section 73 of the Town and Country Planning Act 1990 (as amended) for a minor material amendment ('MMA') to Planning Permission Ref. PA/2019/1595 (the 'Planning Permission') dated 15 November 2020.

The Planning Permission allowed for the construction of a temporary haul road to accommodate Abnormal Indivisible Loads ('AILs'), including two ditch crossings (the 'Temporary Haul Road') on land east of the existing Keadby Power Station (Keadby 1), Keadby, DN17 3EF (the 'Site') in connection with the construction of the Keadby 2 Power Station Project ('Keadby 2'). The Application seeks to vary Conditions 7 and 8 of the Planning Permission, which relate to the removal of the Temporary Haul Road and restoration of the Site.

The Application comprises:

- *Application Forms and Certificates;*
- *Cover Letter (this document);*
- *Site Location Plan; and*
- *Planning Permission Ref. PA/2019/1595 (dated 15 November 2020).*

Background to the Application

The Temporary Haul Road was required to facilitate the delivery of circa 80 Abnormal Indivisible Loads ('AILs') to the Keadby 2 construction site from the nearby Railway Wharf on the River Trent. The use of the Railway Wharf and provision of the Temporary Haul Road has significantly reduced the impact of the Keadby 2 construction work on to the local road network, removing the need for AILs to be transported by road from the nearest port (i.e. Immingham), which would have caused disruption to other road users. National planning policy also supports the use of waterborne transport as a means of reducing road traffic and emissions.

KDL is now advancing proposals for a further Combined Cycle Gas Turbine ('CCGT') power station on land to the north-west of Keadby 1. The proposals are known as the 'Keadby 3 Low Carbon Gas Power Station'. Carbon dioxide from the CCGT Power Station will be captured and then transported via a

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RICS



pipeline, forming part of the Zero Carbon Humber Project, for secure storage beneath the North Sea. An application for development consent is to be submitted to the Planning Inspectorate in late Quarter 1/early Quarter 2 2021 and it is envisaged that consent would be granted some time in Quarter 3 2022. It is proposed that during the Keadby 3 construction works, which could commence in late 2022/early 2023, use is once again made of the Temporary Haul Road to facilitate the movement of AILs from the Railway Wharf to the construction site. KDL is therefore applying to vary Conditions 7 and 8 of the Planning Permission so as to allow for the Temporary Haul Road to be retained for a longer period in order that it can be used during the construction of Keadby 3.

The Site and Existing Temporary Haul Road

The Site boundary for the Temporary Haul Road Planning Permission is shown edged red in **Figure 1** below. The first section of the route from the Railway Wharf passes through a PD Ports Storage Yard to the west of the B1392. No works were required in this area, which comprises existing hardstanding. The remainder of the route passes through a field that is within the control of the Applicant and it is within this area (shaded yellow in Figure 1) that the Temporary Haul Road was constructed.

Figure 1: Temporary Haul Road Planning Permission Redline Boundary



The Temporary Road comprises of compacted granular stone laid on top of a geotextile permeable membrane. The Temporary Haul Road passes over drainage ditches on the eastern and western boundaries of the field on steel bridges held in place by concrete support foundations, fitted into the ditch banks. The granular stone, membrane and ditch crossings would be removed when no longer required and the field restored in accordance with details approved by the Local Planning Authority ('LPA').

The Variation of Conditions 7 and 8

As confirmed above, it is proposed that the Temporary Haul Road is retained so that it can be used during the during the Keadby 3 construction works, which could commence in late 2022/early 2023. The Temporary Haul Road would be removed at the end of the construction period, which would be of similar duration to that for Keadby 2, and the Site restored in accordance with details approved by the LPA. Condition 7 of the Planning Permission requires the Temporary Haul Road to be removed and the Site restored in accordance with an approved scheme (secured by Condition 8) within three months of the completion of Keadby 2. It is currently envisaged that construction work on Keadby 2 will be completed in mid-2021, meaning that the Temporary Haul Road would need to be removed before the end of this year.

While it is proposed that the application for development consent will include the temporary haul route from the Railway Wharf to the Keadby 3 site, it is necessary for Conditions 7 and 8 to be varied so that the Temporary Haul Road can be retain in-situ until Quarter 3/Quarter 4 2022, at which point it is envisaged that a Development Consent Order would have been granted for Keadby 3, which would in effect replace the Planning Permission. It is therefore proposed that Conditions 7 and 8 are amended to as follows:

Amended Condition 7

“Unless a new planning permission or consent has been granted to permit the retention of the temporary haul road on a further temporary basis within 2 years from completion of the Keadby 2 Power Station Project, the temporary haul road, road bridges and associated infrastructure shall be excavated, dismantled and removed from the site. The developer shall notify the local planning authority in writing no later than 28 days following completion of the construction of Keadby 2 Power Station. The site shall subsequently be restored in accordance with the approved restoration scheme no later than three months following the removal of the works from the site completion of the Keadby 2 power station.”

Amended Condition 8

“No later than ~~within~~ 182 months following ~~of~~ completion of the construction of the Keadby 2 Power Station Project temporary haul road hereby approved a scheme for the removal of the temporary haul road, road bridges and associated infrastructure decommissioning of the haul road and restoration of the site, including the incorporation of biodiversity enhancements and a timetable for implementation, shall be submitted to and approved in writing by the local planning authority. The Such an approved scheme shall thereafter be implemented as approved, in accordance with the timescales as set out in condition 7 of this planning permission. except for where a new planning permission or consent has been granted to permit the retention of the temporary haul road in which case the removal of the temporary haul road shall be in accordance with the requirements of the new planning permission or consent.”

The retention of the Temporary Haul Road for use in connection with the construction of Keadby 3 would not only have transport sustainability benefits, but also represents a more sustainable and cost-effective approach than would be the case if it had to be removed later this year in line with Condition 7 as currently worded, only to have to be reconstructed at a later date.

I look forward to the LPA confirming receipt and validation of the Application. The application fee of £234.00 has been settled electronically via the Planning Portal.

Yours sincerely,



Rob Booth MRTPI
Associate
DWD

 [@dwdllp.com](mailto:rob.booth@dwdllp.com)

020 7489 4830

Enc.

Application Forms and certificates
Site Location Plan
Planning Permission – PA/2019/1595

APPENDIX 3B: PA/2019/1595 PLANNING DOCUMENTS (Q1.16.36)

DELEGATED ASSESSMENT

Application no: PA/2019/1595

Proposal: Planning permission to erect a temporary haul road to accommodate Abnormal Vehicle Loads and the construction of two ditch crossings

Location: Land east of Keadby Power Station, Station Road, Keadby

Applicant: Abnormal Load Engineering (ALE)

Officer: Scott Jackson

POLICY

Local Plan: DS1, DS14, DS16, RD2, LC1, LC2, IN10

Core Strategy: CS1, CS2, CS3, CS5, CS17, CS19

NPPF: Sections 6, 9, 12, 14 and 15

CONSULTATIONS

Ecology: North Lincolnshire Council does not consider that the plan or project is directly connected with, or necessary to, the management of the Humber Estuary Special Protection Area (SPA) and Ramsar site or Humber Estuary Special Conservation Area (SAC) for nature conservation. North Lincolnshire Council is of the opinion that the plan or project is not likely to have a significant effect alone or in combination with other plans and projects on the Humber Estuary Special Protection Area (SPA) and Ramsar site.

North Lincolnshire Council is of the opinion that the plan or project is not likely to have a significant effect alone or in combination with other plans and projects on the Humber Estuary Special Conservation Area (SAC). North Lincolnshire Council is of the opinion that an appropriate assessment is not required for this project. There is no Likely Significant Effect (LSE) on the Humber Estuary SAC/SPA/Ramsar site. Surveys recorded little potential for effects on protected or priority species. Overall, no objection.

Natural England: Based on the plans submitted, Natural England considers that the proposed developments will not have significant adverse impacts on designated sites and has no objection.

Environmental Health: No objection, recommend conditions in relation to construction and site clearance working hours and for the development to be undertaken in accordance with the Construction Environmental Management Plan (CEMP).

Environment Agency: No objection, advise informatives in relation to the requirement for an Environmental Permit and discussions should take place with the Axholme and North Nottinghamshire Water Level Management Board to determine if they are satisfied with the bridge crossings and whether a consent from that authority may be required.

Historic Environment Record: The application site lies in an area where archaeological remains of Roman date may be anticipated. In accordance with NPPF 189 and local planning policies CS6 and HE9, the applicant has submitted an archaeological heritage statement. The statement comprises a Written Scheme of Investigation (WSI) for archaeological monitoring and recording during below-ground construction work.

The WSI provides for a suitable archaeological mitigation strategy. Where the planning authority is minded to grant consent, any permission should be subject to conditions securing the implementation of the archaeological mitigation strategy in accordance with the submitted WSI.

Highways: Following receipt of an updated CEMP and a traffic management plan 2 conditions are recommended.

LLFA Drainage: The application fails to provide a drainage strategy for the development. The application proposes approximately 6000m² of hard paved area but fails to provide any documentation to support surface water drainage and states the existing watercourse will be used as outfall. Recommend conditions in respect of the submission and implementation of a surface water drainage strategy and to prevent surface water run-off from the highway onto the site and from the site onto the highway.

PARISH/TOWN COUNCIL: No objection

PUBLICITY: A site notice was displayed; no letters of representation have been received.

MATERIAL CONSIDERATIONS: Planning permission is being sought to erect a temporary haul road to facilitate the delivery of approximately 80 Abnormal Indivisible Loads (ALE's) from the crane platform approved under PA/2019/1554 in connection with the construction of the Keadby 2 Power Station. The plans show that the route of this temporary haul road will be through the existing yard of PD Ports, across an agricultural field and two field ditches and then it will connect up with the existing hardstanding belonging to the Keadby Power Station. It is worth noting that the section of temporary haul road and two bridges amounts to approximately 206m in length.

The development is proposed outside any defined settlement boundary for Keadby and therefore the land is classed as open countryside. Policy RD2 of the North Lincolnshire Local Plan is applicable and states that development in the open countryside will be strictly controlled. The development is temporary in nature and is considered essential for the construction of the Keadby 2 Power Station project. In addition the proposed haul road will ensure that the level of traffic movements (of an

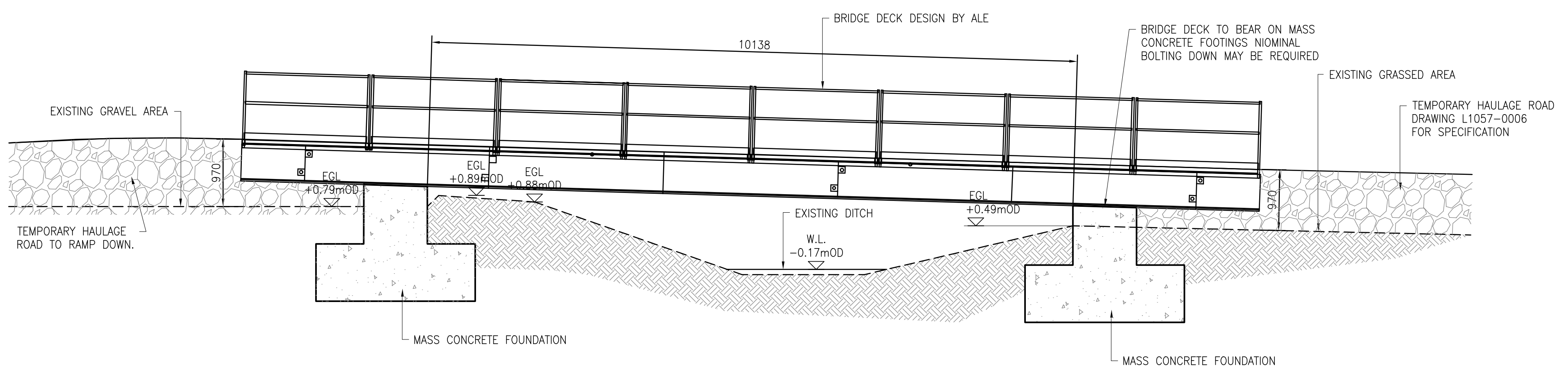
abnormal scale) which would otherwise be routed via the public highway will not impede highway or pedestrian safety in this case (it will remove the routing of traffic along Station Road and Trent Road).

Given the temporary nature of the haul road and the potential for biodiversity enhancement it is considered reasonable to recommend conditions that the use of the temporary haul road ceases upon completion of the Keady 2 Power Station and that the land is restored in accordance with a restoration scheme to be submitted to and agreed in writing by the local planning authority.

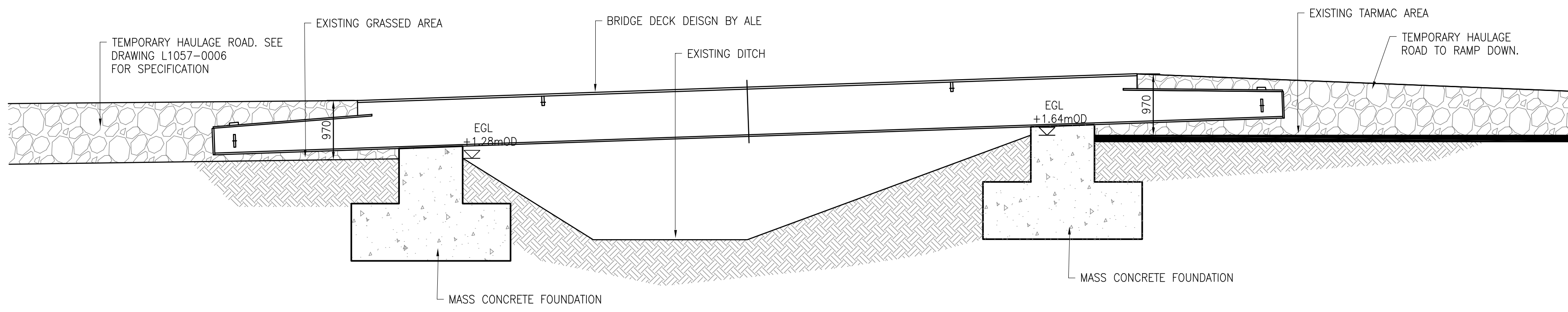
Conditions are recommended by LLFA Drainage that a scheme for the management of surface water drainage is submitted for consideration. It is worth noting that the proposed surfacing of the proposed haulage road consists of a granular compacted stone on a geotextile permeable membrane, this will allow surface water to drain through the road surface and the construction of the bridges over the two watercourses are not considered to impede the free flow of surface water. Given that the proposed method of surfacing will not give rise to an increase in the rate of surface water run-off and that water can be drained to the existing watercourses it is not considered reasonable or necessary to recommend conditions in relation to the submission and implementation of a surface water drainage scheme in this case. The water will be drained to the existing watercourses that the road will bridge over, Ordinary Watercourse Consent will be required from the IDB to connect to this watercourse.

RECOMMENDATION: Grant permission subject to conditions

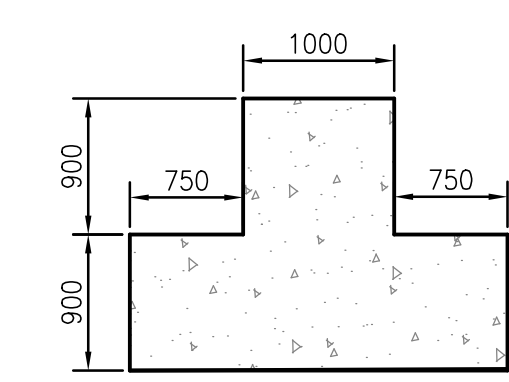
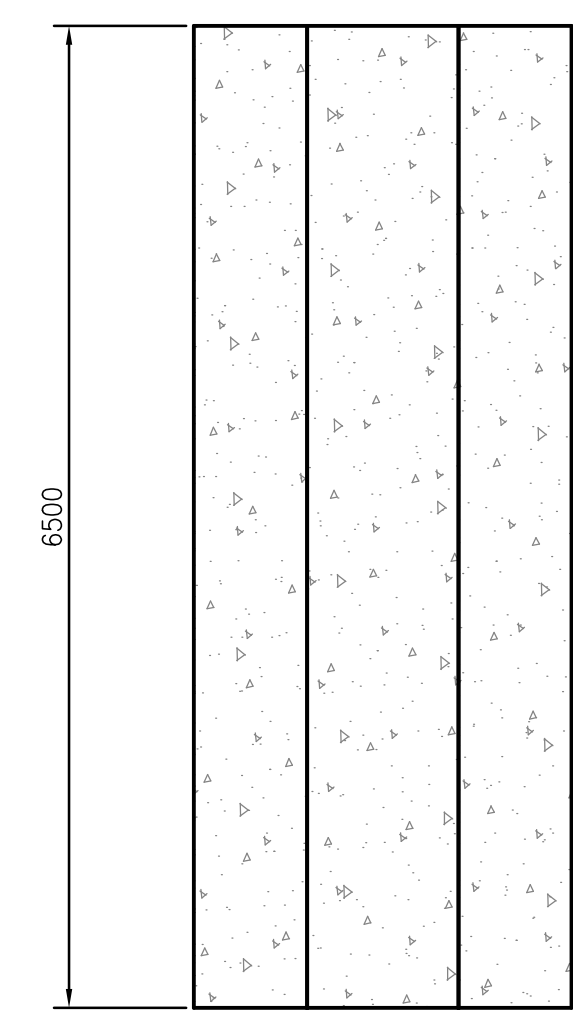
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2 SECTION - WESTERN DITCH
1:50



3 SECTION - EASTERN DITCH
1:50



SECTION

4 TYPICAL MASS CONCRETE FOUNDATION
1:50 (4 No. THUS)

Rev	Date	Description	By	Chk	App
D3	10.09	ISSUED FOR INFORMATION	HB	CG	CG
D2	09.09	REVISED AS CLOUDED	WD	MB	MB
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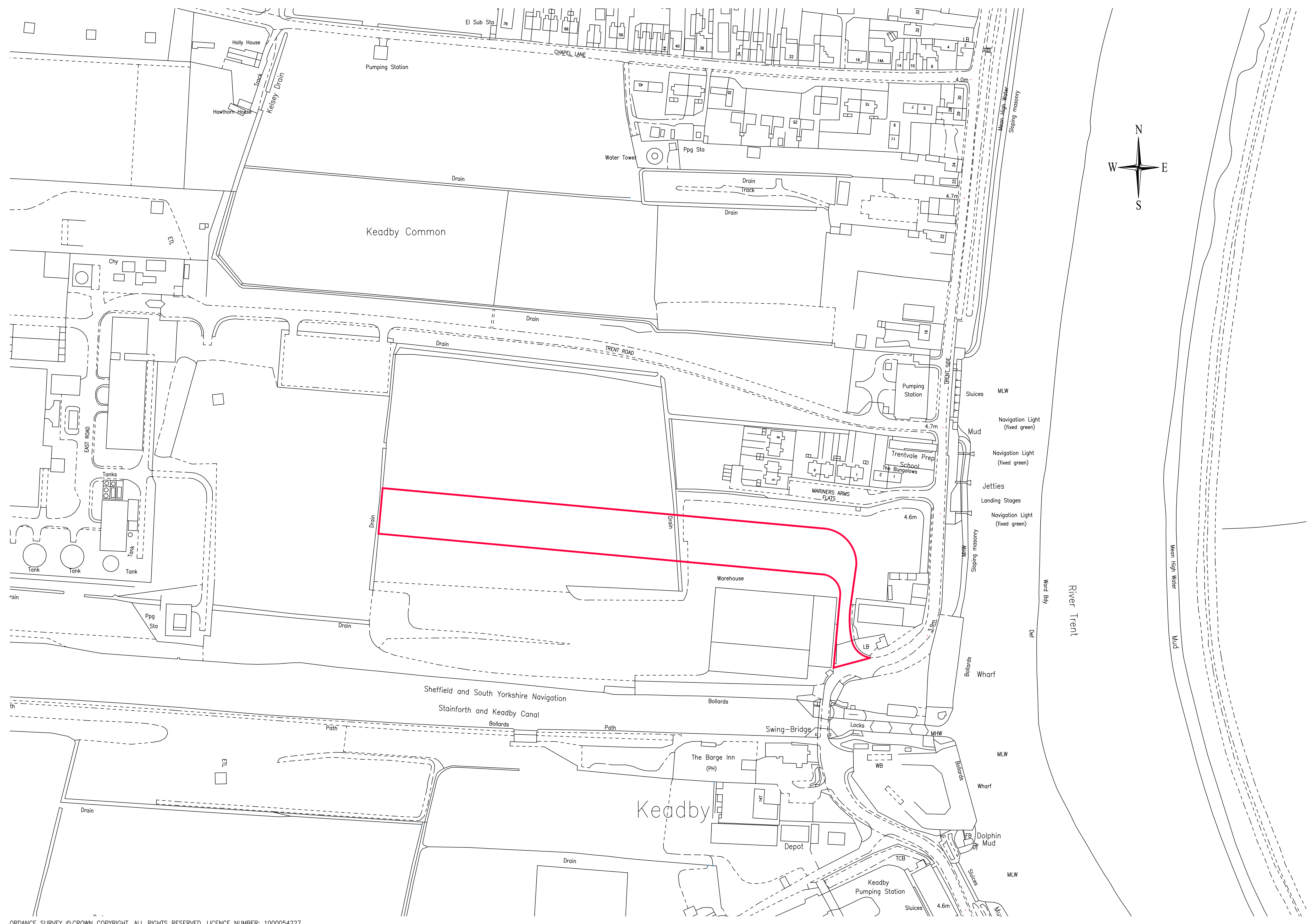
PROJECT
KEADBY ENABLING WORKS

DRAWING TITLE
TEMPORARY HAUL ROAD
DITCH CROSSINGS
DETAIL SHEET 1

STATUS
PRELIMINARY

Date: 01.07.19	Scale: 1:50	Drawn: WD	Chk: MB	App: MB
Project No: L1057	Dwg. No: 0005	Rev: 03		

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SITE LOCATION PLAN

SCALE 1:1250

Rev	Date	Description	By	Chk	App
01	16.09	ISSUED FOR COMMENT	CP	MB	MB
00	10.09	ISSUED FOR INFORMATION	HB	CC	CC

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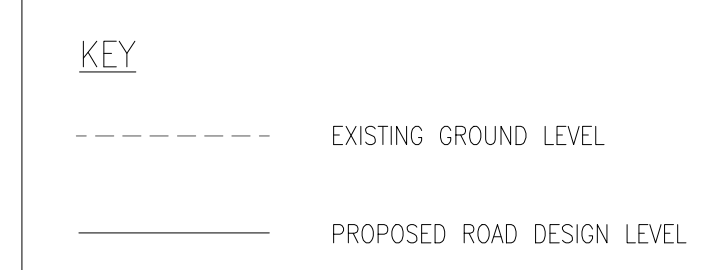
DRAWING TITLE
TEMPORARY HAUL ROAD
SITE LOCATION PLAN

STATUS
PRELIMINARY

Date: 06.09.19	Scale: 1:1250	Drawn: CP	Calc: MB	App: MB
Project No: L1057	Drg. No: 0008	Rev: 01		



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 - ALL DIMENSIONS TO BE CONFIRMED ON SITE.
 - EXISTING SERVICES/UTILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE AND VERIFY THE EXACT HORIZONTAL AND VERTICAL ALIGNMENT OF ALL CABLES, PIPE ETC. (BOTH UNDERGROUND AND OVERHEAD) PRIOR TO THE COMMENCEMENT OF THE WORKS.
 - WHERE POOR GROUND IS ENCOUNTERED THE ENGINEER MUST BE NOTIFIED TO DETERMINE IF FURTHER INFORMATION IS REQUIRED.
 - ROAD CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS: VOL 1 - SPECIFICATION FOR HIGHWAY WORKS (SHW) UNLESS SPECIFICALLY STATED OTHERWISE.
 - ALL PROPOSED TRAFFIC MANAGEMENT ARRANGEMENTS MUST BE AGREED WITH THE LOCAL ROAD SERVICE AUTHORITY PRIOR TO THE COMMENCEMENT OF WORKS.



Chainage	Proposed Levels	Existing Levels	Level Difference	Horizontal Geometry	Vertical Geometry
0+000		4.340			
10.000		4.023		R: 10.000m L: 25.519m	
20.000		3.702			
25.519		3.358			
31.098		3.242			
40.000		2.936			
54.644		2.685			
60.000		2.669			
68.455		2.605			
82.266		2.419			
90.000		2.208			
100.000		1.975			
110.000		1.818			
120.000		1.717			
130.000		1.670			
140.000		1.672			
150.000		1.620			
160.000		1.621	-0.017		
167.000	1.619	1.609	0.045		
170.000	1.554	1.114	0.389		
180.000	1.504	0.906	0.547		
190.000	1.454	0.793	0.611		
200.000	1.404	0.746	0.608		
210.000	1.354	0.752	0.552		
220.000	1.304	0.731	0.523		
230.000	1.254	0.636	0.567		
240.000	1.204	0.557	0.597		
250.000	1.154	0.515	0.589		
260.000	1.104	0.446	0.607		
270.000	1.054	0.375	0.629		
280.000	1.004	0.341	0.612		
290.000	0.954	0.349	0.555		
300.000	0.904	0.347	0.506		
310.000	0.854	0.286	0.517		
320.000	0.804	0.252	0.502		
330.000	0.754	0.289	0.414		
340.000	0.704	0.288	0.366		
350.000	0.654	0.360	0.244		
360.000	0.604	0.456	0.097		
370.000	0.554	0.451	0.074		
382.548	0.525	0.527	-0.240		
387.069	0.527	0.693	-0.089		
389.048	0.693	0.793	0.078		
399.000	0.811	0.807	0.078		
410.000	0.878	0.878	0.210		
420.000	1.088	1.292			
430.000	1.255	1.349			
438.192	1.449	1.280			
449.819	1.449	1.245			
449.873	1.449	1.234			
460.000	1.400	1.022			
470.000	1.255	0.663			
480.000	1.022	0.369			
490.000	0.663	0.584			
500.000	0.369	0.330			
510.000	0.063	1.886			
516.615					
519.502					
530.000					
540.000					
544.355					

HAUL ROAD - LONGSECTION
SCALE: H 1:100, V 1:20.

Rev	Date	Description	By	Chk	App
03	20.09.19	DRAINAGE REMOVED AS PER REQUEST	AC	GMC	DG
02	17.09.19	CHANGE OF TITLE	CP	MB	MB
01	09.08.19	VIEWPORT ROTATED	AC	GMC	DG
00	06.08.19	PRELIMINARY ISSUE	AC	GMC	DG

BYRNE LOOBY
College House, Citylink Business Park, Belfast BT12 4HQ
tel: +44 (0) 28 90 311100, fax: +44 (0) 28 90 314155
email: belfast@byrne-looby.com www.byrne-looby.com

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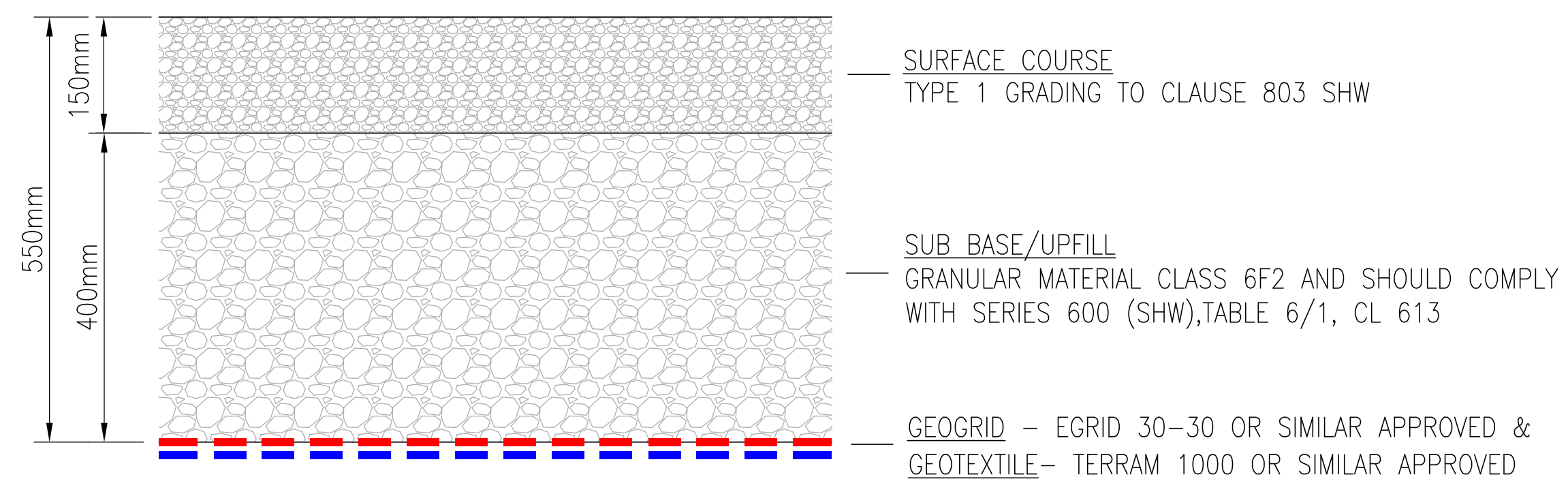
CLIENT
ALE

PROJECT
KEADBY ENABLING WORKS

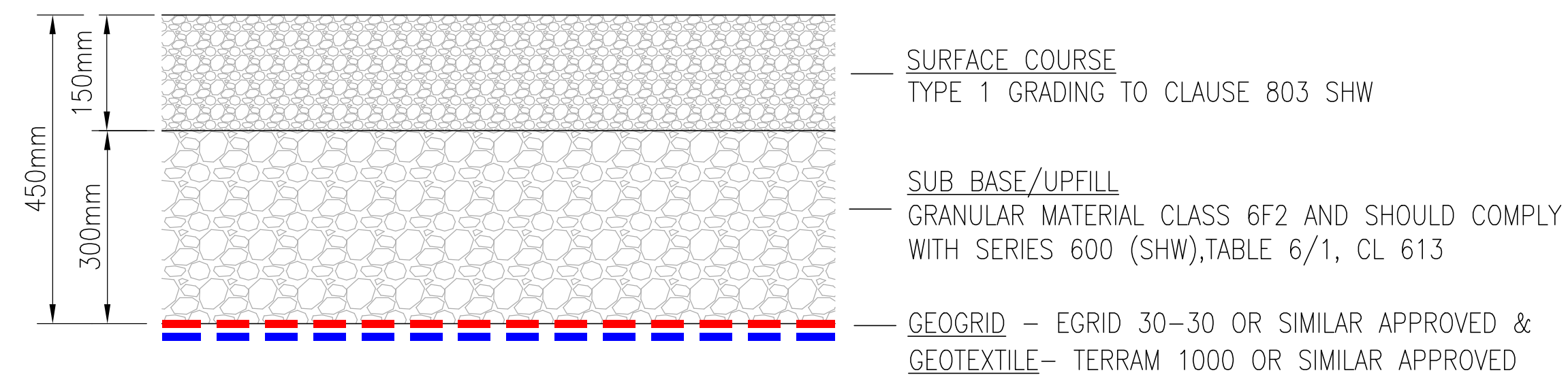
DRAWING TITLE
PROPOSED HAUL ROAD
PLAN AND LONGSECTION

STATUS
PRELIMINARY

Date: 06.08.19	Scale: AS SHOWN	Drawn: AC	Chk: GMC	Appr: DG
Project No: N1041	Dwg. No: 0010			Rev: 03



DETAIL 'A'
TRACK CONSTRUCTION – EXCAVATED
ASSUMED FORMATION CBR < 2.5%
(NTS)



DETAIL 'B'
TRACK CONSTRUCTION – EXCAVATED
ASSUMED FORMATION CBR OF 2.5–5%
(NTS)

NOTE: CBR VALUE OF FORMATION LAYER TO BE ASSESSED ON SITE PRIOR TO TRACK CONSTRUCTION. TESTS TO BE CARRIED OUT ON FORMATION AT ENGINEERS DISCRETION OR CHANGES IN SUBSOIL.

IF CBR <2.5% PLEASE CONSULT WITH ENGINEER.

MATERIAL TO BE PLACED AND COMPACTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS SERIES 600 TABLE 6/1.

02	17.09.19	EXCHANGE OF TITLE	CP	MB	MB
01	26.08.19	ROAD BUILD UP UPDATED TO UNBOUND	AC	GMC	DG
00	09.08.19	PRELIMINARY ISSUE	AC	GMC	DG
Rev	Date	Description	By	Chk	App

BYRNE LOOBY
College House, Citylink Business Park, Belfast BT12 4HQ
Tel: +44 (0) 28 26 31 1100 fax: +44 (0) 28 26 34 1126
email: belfast@byrne-looby.com www.byrnelooby.com

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DRAWING TITLE
PROPOSED ROAD DETAILS

STATUS
PRELIMINARY

Date: 09.08.19	Scale: AS SHOWN	Drawn: AC	Chk: GMC	App: DG
Project No: N1041	Dwg. No: 0011	Rev:		02



01	10.08.19	FOR INFORMATION	AC	GMC	DG
00	06.09.19	PRELIMINARY ISSUE	AC	GMC	DG
Rev	Date	Description	By	Chk	App

BYRNE LOOBY
 College House, Citylink Business Park, Belfast BT12 4HQ
 tel: +44 (0) 28 90 311100, fax: +44 (0) 28 90 314155
 email: belfast@byrneblooby.com | www.byrneblooby.com

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DRAWING TITLE
 TEMPORARY HAUL ROAD
 RED LINE BOUNDARY PLAN

STATUS
 PRELIMINARY

Date:	09.08.19	Scale:	1:750	Drawn:	AC	Chk:	GMC	App:	DG
Project No:	N1041	Drwg. No:	0013	Rev:					01

APPENDIX 3C: PA/2018/1950 PLANNING DOCUMENTS (Q1.16.36)

DELEGATED ASSESSMENT

Application no: PA/2018/1950

Proposal: Planning permission to retain existing construction laydown and parking area for the period of 4 years in connections with Keadby 2 Power Station Project

Location: Adjacent land, South of Pilfrey Bridge, Crowle

Applicant: Keadby Developments Limited

Officer: Tanya Coggon

POLICY NPPF: Sections 2, 4,6,12

Core Strategy: CS1, CS2, CS3, CS5, CS17, CS18, CS19,

North Lincolnshire Local Plan: DS1, T2, T19, RD2, DS13, DS16

CONSULTATIONS

PARISH COUNCIL: Supports the proposal

Highways: No objection

Canal and River Trust: No comments

Drainage: No objection

PUBLICITY: Advertised by site notice

LETTERS OF COMMENT: 0 letters of comment received

MATERIAL CONSIDERATIONS

The Proposal

The proposal is for the temporary retention of an existing construction laydown and parking area for a period of 4 years for use in connection with the Keadby 2 Power Station Project. The laydown and parking area was previously used in connection with the Keadby Wind Farm development which has been operational for a number of years now. The site will form 97 car parking spaces including a truck layby and parking area. The site currently has been left securely fence and vacant.

The Site

The site is located within the open countryside and is viewed in relation to the wind farm development operating in the vicinity. The site is located within flood zone 2/3a (fluvial). The site comprises hardstanding surrounded by palisade fencing connected by access road which connects the A18 to Pilfrey Bridge and the wider Keadby Power Station site to the north.

The Principle of the Development

In terms of the principle of the development, the laydown and car parking area is already located on the site, although it is vacant at the present time. The proposal will utilise the site for a temporary period of 4 years whilst the Keadby 2 power station development takes place. Planning conditions will be used to ensure the site is remediated once the temporary permission has expired. As a result due to the circumstances of the application being linked to a major energy infrastructure project, the proposal is considered acceptable in terms of policy RD2 and DS1 of the North Lincolnshire Local Plan and policies CS1, CS2, CS3, CS18 and CS25 of the Core Strategy.

Impact on the Highway

In terms of highways, no objections have been received and therefore the proposal is acceptable in highway terms. It should be noted that the applicant has stated that vehicle movements will adhere to the levels assessed as part of the variation of the Keadby 2 consent in 2016. In addition, the Section 36 consent in relation to Keadby 2 requires a TMP to be submitted and agreed with the LPA.

Impact on Neighbours

The neighbours are located a considerable distance from the site. The proposal is to retain the existing laydown and parking area and use it for a temporary period of 4 years during the construction of the Keadby 2 power station proposal. The permission will be granted for 4 years, after which the site will require remediation to take place. As a result, no adverse impacts to the neighbours will be caused.

Impact on the Amenity of the Locality

The proposal is visible on the landscape and is currently viewed in context with the wind farm development and once the Keadby 2 development commences, it will be viewed in context with this development too. A temporary permission is sought and planning conditions will be used to ensure that after the expiration of the permission the site is remediated with details to be agreed with the LPA. As a result the proposal accords with CS5 of the Core Strategy and policies RD2 and DS1 of the North Lincolnshire Local Plan.

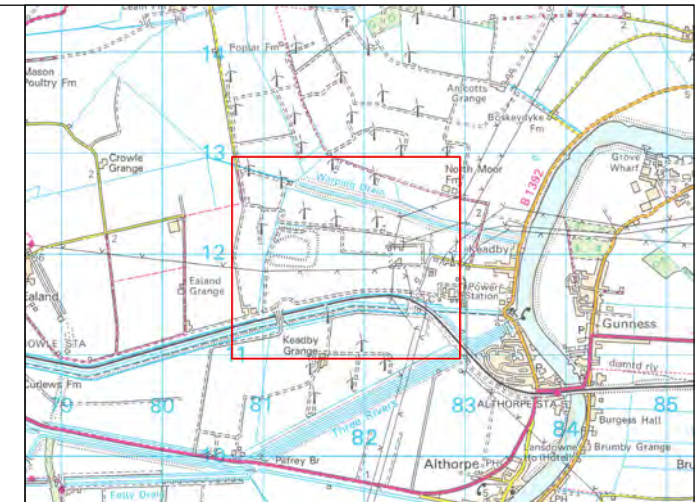
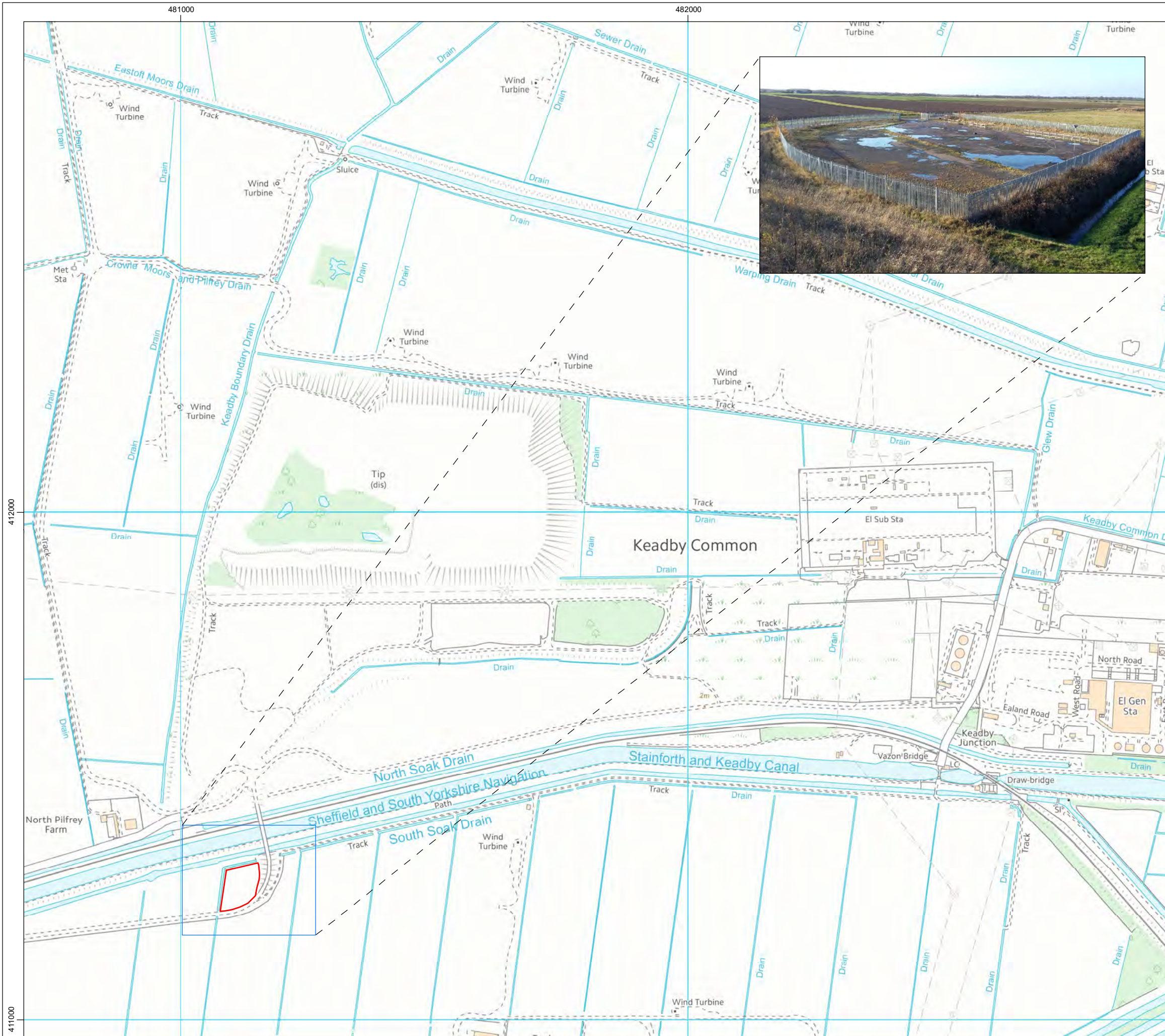
Flood Risk

The site is located in flood zone 2/3a (fluvial) and is therefore at high risk of flooding. The development is already located on the site and only a temporary permission has been applied for. The site is only 0.5 hectares and is considered to be of limited vulnerability as it will be used as a laydown and parking area. As a result the proposal is considered to be acceptable in terms of flood risk and accords with CS19 of the Core Strategy and policy DS16 of the North Lincolnshire Local Plan.

Drainage

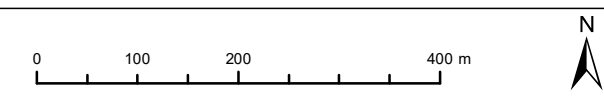
The applicant has submitted details of the drainage for the site and the council's LLFA have been consulted on the details and have raised no objection. The proposal is therefore considered to be acceptable in terms of drainage and accords with CS18 and CS19 of the Core Strategy and DS13 of the North Lincolnshire Local Plan.

RECOMMENDATION: Grant temporary planning permission subject to conditions



Legend

Laydown Area - 0.52ha



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Project Name
KEADBY 2


Drawing Title
LAYDOWN AREA

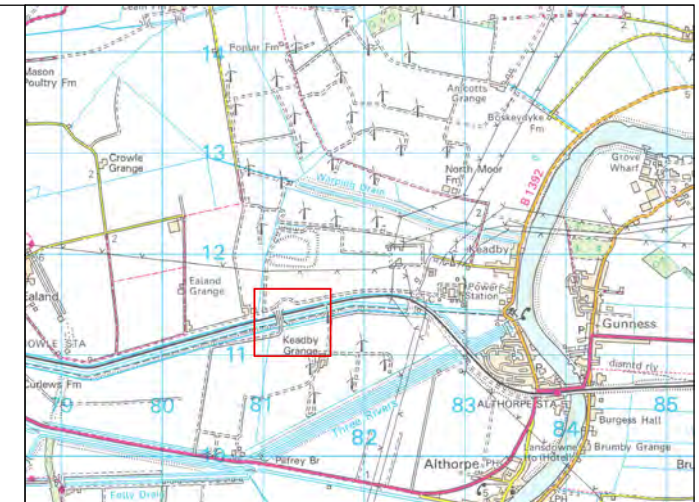
Rev	Date	Remarks	Drwn	Chkd
R0	07/06/2018	First issue	MM	MW

Drawing Number
LY200002-KEA2-SID-SK-0009-01

Scale: 1:7,500 | Plot Size: A3 | Datum: OSGB36 | Projection: BNG

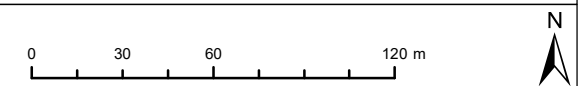
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Legend

Laydown Area - 0.52ha



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Project Name
KEADBY 2


Drawing Title
LAYDOWN AREA

Rev	Date	Remarks	Drwn	Chkd
R0	07/06/2018	First issue	MM	MW
R1	06/08/2018	Scale changed	MM	MW

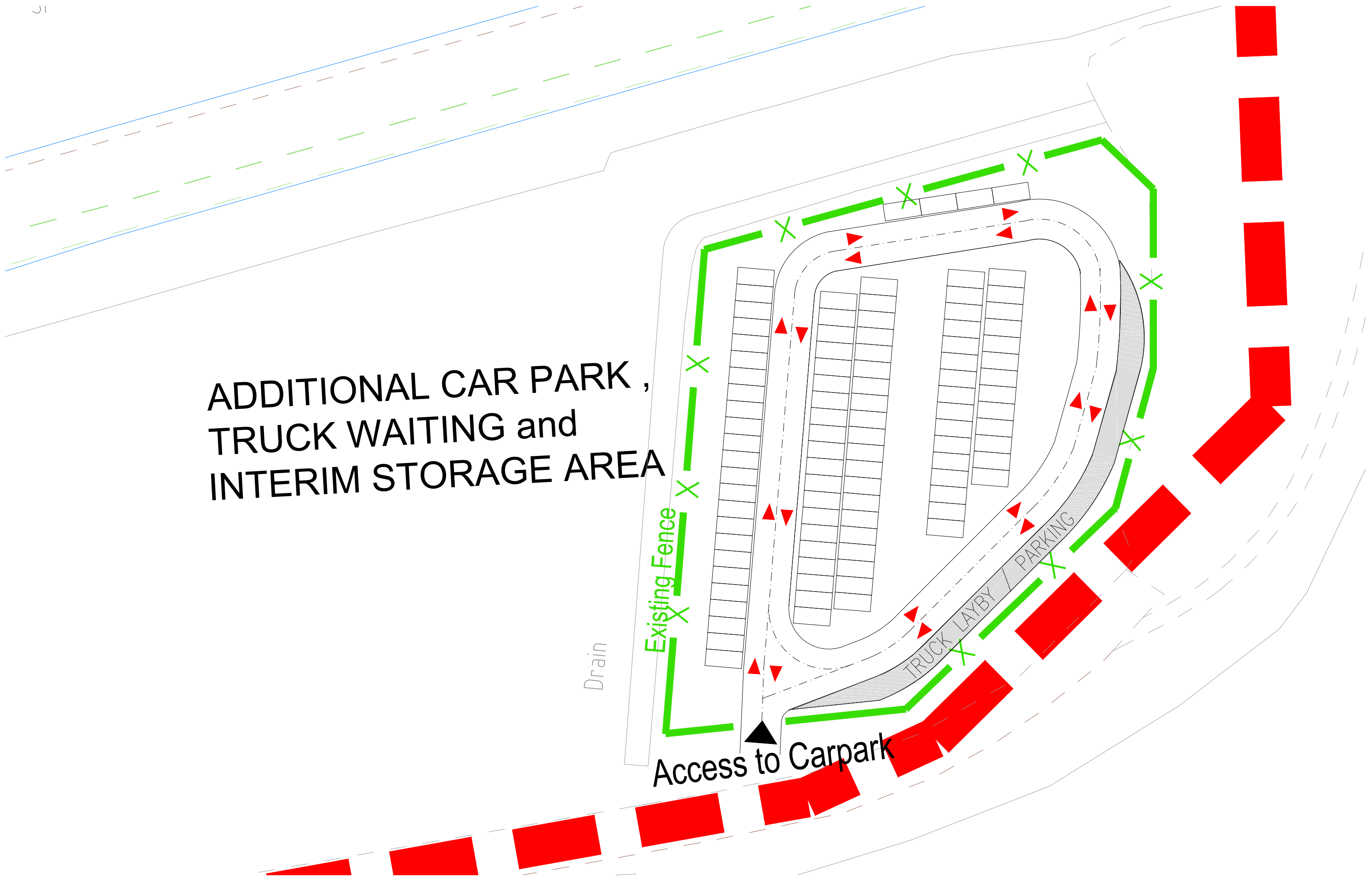
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ADDITIONAL CAR PARK , TRUCK WAITING and INTERIM STORAGE AREA



Date: 01.10.18
Our Ref: 2941K

Andrew Law
Strategic Development Officer
North Lincolnshire Council
Civic Centre
Ashby Road
Scunthorpe
DN16 1AB



6 New Bridge Street
London EC4V 6AB
T: 020 7489 0213
F: 020 7248 4743
E: info@dwdllp.com
W: dwdllp.com

Dear Andrew,

KEADBY DEVELOPMENTS LIMITED

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING APPLICATION FOR RETENTION OF TEMPORARY CONSTRUCTION LAYDOWN AND PARKING AREA ADJACENT TO AND SOUTH WEST OF PILFREY BRIDGE, KEADBY FOR USE IN CONNECTION WITH THE KEADBY 2 POWER STATION PROJECT

I write on behalf of Keadby Developments Limited (KDL) to submit an application for full planning permission under the Town and Country Planning Act 1990 (as amended) (the '1990 Act'). The application seeks permission for the temporary retention and use of an existing construction laydown and parking area for the period of four years in connection with the Keadby 2 Power Station Project (the 'Proposed Development').

The construction laydown parking area (the Application Site) was previously used in connection with the construction of the Keadby Wind Farm development. The Application site comprises land adjacent to and south-west of the Pilfrey Bridge, south of the Stainforth and Keadby Canal.

The application comprises following documents:

- Application Covering Letter (this document)
- Application Forms
- Site Location 'Laydown Area' Plan ref. LY200002-KEA2-SID-SK-0009-01
- Red line 'Laydown Area' Plan ref. LY200002-KEA2-SID-SK-0009-01_R01
- Site Layout Plan ref. GB1036_ABG020-900001_Rev1

The application has been submitted via the Planning Portal (ref. PP-07314117). The application fee is £1,170 and has been settled via electronic payment.

Background to the Application

The Application Site (the 'Site') was previously used for the construction of the Keadby Wind Farm development, which was consented by the Secretary of State ('SoS') on 28 February 2008 under Section 36 of the Electricity Act 1989. During the construction of the Wind Farm, the Site was utilised for both the laydown of construction materials and large loads associated with the wind

DWD LLP
Regulated by RICS



turbines as well as parking. Since the completion of the Wind Farm Development in December 2013, the Site has been left securely fenced and vacant.

KDL is now proposing to use the Site for the same purpose of construction laydown and parking in connection with the Keadby 2 Power Station Project. It is proposed that the Site would be utilised for this purpose for the duration of the construction works, spanning a four-year period. Approximately 97 parking spaces are proposed, including a truck layby and parking area in the south east corner of the Site, these are illustrated on submitted 'Site Layout Plan' (Ref: GB1036_ABG020-9000001_Rev1).

The Keadby 2 Power Station Project was originally consented by the SoS on 10 September 1993 pursuant to Section 36 of the Electricity Act 1989. The consent provided for the construction and operation of a 710 megawatt ('MW') combined cycle gas turbine ('CCGT') power station. The consent was varied by KDL in 2016 and 2017 to allow for the construction and operation of a CCGT power station with a capacity of up to 910 MW. Works are expected to commence on Keadby 2 from June 2019, continuing for 4 years.

It should be noted that vehicle movements onto and off the Site would adhere to the levels assessed as part of the variation of the Keadby 2 consent in 2016 (Environmental Statement Chapter 11 - Traffic and Transport – dated February 2016. It should also be noted that the Keadby Section 36 Consent requires a Traffic Management Plan (showing details of all associated traffic movements) to be submitted to and agreed with the Local Planning Authority prior to the commencement of development.

The Application Site and the Proposed Development

The Site is located 1.5Km to the west of Keadby Power Station and is surrounded by agricultural land. The Site comprises a 0.5ha section of flat hardstanding, with 50 parking spaces currently marked out. It is located on the south-west side of the Pilfrey Bridge. It has been vacant and unused since the construction of the Keadby Wind Farm was completed in late 2013. It therefore provides a suitable area for construction laydown and parking purposes, this time for the Keadby 2 development.

The Site is connected to its southern perimeter by an access road (also constructed as part of Keadby Wind Farm development) which connects the A18 to Pilfrey Bridge and the wider Keadby Power Station site to the north. The use of this Wind Farm access road from the A18 is planned and consented as part of the Keadby 2 construction, meaning that the Site is well located for re-use for construction laydown and parking.

The Site lies in Flood Zone 3, the most significant flood zone. However, the site is well under 1 hectare in area and a flood risk assessment was previously prepared in 2007 as part of the Keadby Wind Farm Section 36 application. This application proposes no changes to the size or purpose of the Site. Therefore, it remains aligned with the conclusions of the previous assessment. It should also be noted that the use of the Site to laydown materials and park vehicles would be temporary and the type of use is of limited vulnerability in terms of flooding. It is therefore considered that the Proposed Development is acceptable in flood risk terms.

The Site is secured externally on its perimeter via a metal palisade fence, and as confirmed above, comprise of flat hardstanding. There are no trees on site and only very limited vegetation. It is therefore considered that the Site has no ecological potential. The Site in its current state is shown in Figure 1 below.

Figure 1: The Site at present

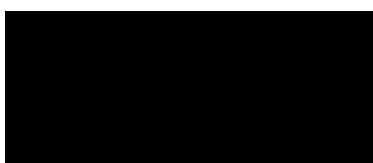


Summary

The Site is proposed to be retained temporarily and used for its originally consented purpose (laydown and parking) for the period of 4 years. The Site has been vacant and secure since late 2013, its use over the next 4 years is essential to the construction of Keadby 2. Given the minimal scope of the proposals and the significance of the Site to a major energy infrastructure project, it is considered that planning permission be granted by the LPA.

We trust that we have provided sufficient information for the LPA to validate the application and look forward to receiving confirmation of this in due course. However, in the meantime, should you require have any questions or require any additional information please do not hesitate to contact me.

Yours sincerely,



**Rob Booth MRTPI
Senior Planner
DWD LLP**

