



# NORTH LINCOLNSHIRE GREEN ENERGY PARK

Planning Act 2008  
Infrastructure Planning  
(Applications Prescribed  
Forms and Procedure)  
Regulations 2009

APFP Regulation 5(2)(q)

## North Lincolnshire Green Energy Park

Volume 7

7.2.4 Appendix A-4: Update newsletter

PINS reference: EN010116

May 2022

Revision number: 1



---

# The North Lincolnshire Green Energy Park Development Consent Order

Appendix A-4: Update newsletter

**Date: May 2022**

**PINS reference: EN010116**

**Application Document Reference: 7.2.4**

**Author: SEC Newgate UK**

## APPENDIX A-4: NEWSLETTER



### North Lincolnshire Green Energy Park Newsletter Update - May 2021

#### Introduction

Thank you for taking part in the first stage of consultation on the North Lincolnshire Green Energy Park (NLGEP). Ahead of launching the second stage of consultation we wanted to provide an update on how your feedback has helped to shape the plans.

We are currently preparing the second 'statutory' stage of consultation which, as Government guidelines around COVID-19 relax, we hope will include some socially distanced face-to-face events. We'll be in touch with further details on the upcoming consultation in the coming weeks.

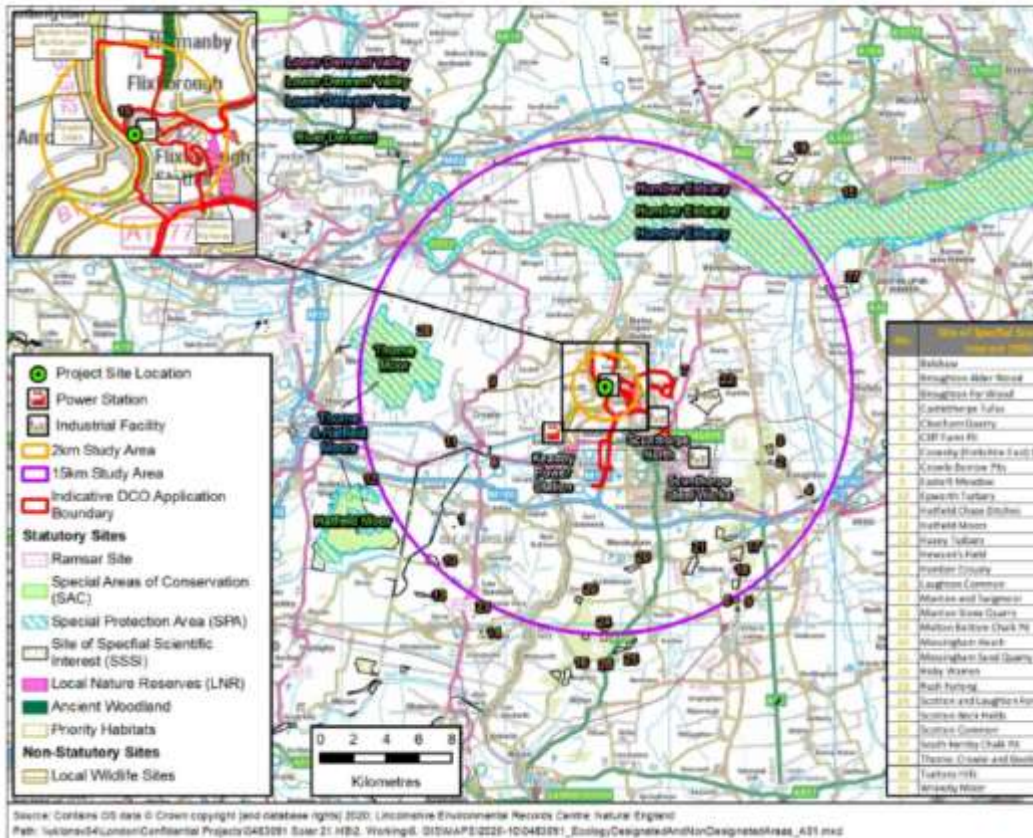
#### Your

#### Feedback

During the first stage of consultation, we received lots of useful feedback from local residents and stakeholders which has influenced how the project has evolved.

The key themes to the feedback included topics relating to transport, air quality, noise, odour, flood risk, light impact, praise for the project and job applications. We have taken account of every comment received and the feedback has informed the development of our proposals.

**Figure 11.1: Statutory Sites within 15km and Non-Statutory Sites within 2km of the Project Site**



## Transport

Based on feedback from the community and local stakeholders, we extended our traffic surveys to measure vehicle movements in the surrounding area once these had returned to normal after the first COVID 19 lockdown.

We've also undertaken more work to optimise the use of rail and river transportation opportunities, not just for the Energy Recovery Facility, but for the benefit of existing and new businesses in the Scunthorpe area and Flixborough Industrial Estate in particular.

- **Flixborough** **Wharf**

When the railway was in operation the port could accommodate over 700,000 tonnes per year. Concerns were raised during the first stage of consultation that increasing activity at the port would create additional noise and light pollution. Following community feedback, and input from the Harbour Authority on traffic capacity constraints on the River Trent and Environment Agency on the flood model, we have decided not to extend Flixborough Wharf.

## - **Railway and Bridges Survey**

After some concern was expressed over the safety and capacity of the existing rail infrastructure, we undertook additional survey work to include the road bridges along the route. The results of these surveys have helped us understand the amount of work required to reinstate the railway line. We are now proposing to include additional sidings at Dragonby and Flixborough to minimise the movement of trains through the night.

## - **Local connections**

We are looking to assimilate some of the local work already undertaken on connecting and maintaining footpaths and public rights of way, in order to increase community safety and to provide community access to areas of biodiversity.

## **Flood Risk**

In light of the flooding experienced in the region last year, one of the most common issues raised during the first stage of consultation was the risk of flooding and how we would prevent this. We have now reviewed the flood model for the Lincolnshire Lakes development and have applied new Environment Agency Humber Region data to account for global warming and increased tidal-surge risk. The Environment Agency has requested that our flood model scenarios include potential breaches in the current flood defences in the event of a tidal surge.

We have tested the flooding model on a variety of design layouts to ensure that no site either side of the River Trent will have a greater risk of flooding than already exists, and, in some cases, the risk of flooding will be less. Working with the Environment Agency we have updated the layout of the site to ensure that the impact of a tidal surge does not increase the flood risk to the surrounding businesses and housing but is managed through agricultural land under our control.

This has reduced the area of agricultural land required to the north of the Flixborough Industrial Estate and has consolidated the land required for water retention.

Some of the community concerns raised during the informal consultation related to the proximity of development to Flixborough Village. The changes in the layout, introduced to manage the flood risk, has moved the development further away from Flixborough Village.

## **Noise**

We would like to thank everyone who provided locations for the monitoring of current noise levels. A comprehensive plan to measure the background noise around the site has now been undertaken.

The layout of the development has now been advanced to enclose and shield potentially noisy areas to minimise the impact of noise.

### **Odour**

Further work has been undertaken to optimise the source of waste in compacted containers for transport to the site. The ash treatment and cleaning along with the concrete products manufacturing has been designed into sealed buildings to reduce the risk of dust or odour.

### **Feedstock**

During the consultation we referred to the tonnage of Refuse Derived Fuel (RDF) that would be processed by the Energy Recovery Facility (ERF) as 650,000 tonnes based on an average Net Calorific Value (NCV). We received feedback that we should use more conservative figures based on the lowest expected NCV. We therefore have amended the maximum tonnage for the ERF to say that “up to 760,000 tonnes” of RDF may be used annually. The facility has not become bigger, the higher figure reflects the potential volume of waste processed annually should the NCV be lower.

### **District**

### **Network**

Both local and national government have recognised the role that District Networks can play in helping the UK reach net zero carbon emissions by 2050.

A frequent question from those who responded to our first consultation was whether other sites in Scunthorpe could benefit from the District Network. We are proposing to extend the District Network to the east around the A1077 and into the centre of Scunthorpe on the Normanby Road. The network now covers a distance of 12km. The capacity of the network will also be increased to provide for future needs within Scunthorpe and the surrounding areas. Our technical team has therefore undertaken work to ensure that the core network has the capacity for future expansion. The extension could include providing heat, power, cooling, gas and fibre optics to the site of the proposed new Scunthorpe Hospital. Work is being undertaken to look at the feasibility of supplying hydrogen to the district network to replace the use of mains gas which is fossil-fuel based.

### **Increasing**

### **Recycling**

Several respondents questioned whether or not some of the material arriving at the



site could be recycled rather than combusted. We would always prefer to recycle if possible, therefore we have added a plastic recycling facility to the scheme to recover polymers from waste plastic, which could then be used in industrial processes or to re-form plastics, reducing the need for virgin plastics. This is an area we have been researching for some time and we are happy to add this into the facility design to ensure best use of any potential waste streams.

### Ecological

### Surveys

We have continued the habitat surveys started in 2018 and followed up in 2019. The migratory and over-wintering birds survey started in 2018 has been updated. High-resolution drone footage spanning 5km upstream and downstream on the River Trent has given us the opportunity to review habitats in much greater detail. We have identified all the statutory sites within a 15-mile radius of the site (see map). There will be more information in our Preliminary Environmental Impact Report which will be published during the next stage of consultation, when some of the surveys will have concluded. In addition, a tree survey has been commissioned to cover the red line boundary.

### Next Steps

The North Lincolnshire Green Energy Park is classified as a Nationally Significant Infrastructure Project, which means consent must be granted by the Secretary of State for Business, Energy and Industrial Strategy through a Development Consent Order (DCO).

As part of this process, we received a Scoping Opinion from the Planning Inspectorate in December 2020. The Scoping Opinion enables the Planning Inspectorate and the Regulatory Authorities to identify the type, scope and impact of our environmental assessments. The Scoping Opinion is available online [here](#).

Following the submission of the Preliminary Environmental Impact Report to the Planning Inspectorate in June 2021, we will then consult with the community again to meet the requirements of the Planning Act 2008; this is known as “statutory consultation”. This is currently planned for June and July 2021. Thereafter we will publish a document called a ‘Statement of Community Consultation’, which will set out how we will communicate and liaise with the community. We shall work with all the required regulatory authorities whilst preparing this document.

We want the consultation to be as useful as possible for local people. If there are topics you would like to know more about as part of the consultation, please let us

know by getting in touch at [info@northlincolnshiregreenenergypark.co.uk](mailto:info@northlincolnshiregreenenergypark.co.uk).

Following the statutory consultation, we will have regard to all the responses we receive and prepare to apply for development consent.

This email was sent to [REDACTED]

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

Newgate Comms · Skylight City Tower · 50 Basinghall Street · London, London EC2V 5DE · United Kingdom

