



**NORTH  
LINCOLNSHIRE  
GREEN  
ENERGY PARK**

Planning Act 2008

Infrastructure Planning  
(Applications  
Prescribed Forms and  
Procedure) Regulations  
2009

# North Lincolnshire Green Energy Park

Volume 8

8.2.5 Draft Statement of Common  
Ground with North Lincolnshire  
Council

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## **Disclaimer**

A Draft SoCG relates to a SoCG that has mainly been agreed between both parties, but there are a number of issues still outstanding, and it is yet to be signed off.

1

## GLOSSARY

Acronym	Full term / Description
2008 Act	Planning Act 2008
AGI	Above Ground Installations
BNG	Biodiversity Net Gain
CCTV	Closed Circuit Television
CBMF	Concrete Block Manufacturing Facility
CEMP	Construction Environmental Management Plan
CCUS	Carbon Capture, Utilisation and Storage
CO <sub>2</sub>	Carbon Dioxide
CoCP	Code of Construction Practice
CoPA	Control of Pollution Act
DCO	Development Consent Order
DHPWN	District Heating and Private Wire Network
EA	Environment Agency
EN-1	Overarching National Policy Statement for Energy
EN-3	National Policy Statement for Renewable Energy Infrastructure
EN-5	National Policy Statement for Electricity Networks Infrastructure
EV	Electric Vehicle
ERF	Energy Recovery Facility
ES	Environmental Statement
FRA	Flood Risk Assessment
FGTr	Flue Gas Treatment Residue
H <sub>2</sub>	Hydrogen
IAQM	Institute of Air Quality Management
IDB	Internal Drainage Board

LVIA	Landscape and Visual Impact Assessment
LLFA	Lead Local Flood Authority
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
NLC	North Lincolnshire Council
NLGEP	North Lincolnshire Green Energy Park
PRF	Plastic Recycling Facility
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
RLB	Red Line Boundary
RHTF	Residue Handling and Treatment Facility
SoS	Secretary of State
SoCG	Statement of Common Ground
SoCC	Statement of Community Consultation
SuDS	Sustainable Drainage Systems
TCPA	Town and Country Planning Act
WSI	Written Scheme of Investigation

## CONTENTS

1.0	Introduction.....	4
1.1	Overview .....	4
1.2	The Proposed Development.....	4
1.3	Parties to this Statement of Common Ground .....	6
1.4	The Purpose and Structure of this Document.....	6
2.0	Summary of Engagement.....	6
3.0	Matters .....	12
4.0	Signatures .....	32
	Appendix A: National and Local Policy considered relevant to the Project.....	33

## TABLES

Table 2.1:	Summary of Engagement.....	6
Table 3.2:	List of Matters.....	13

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## 1.0 INTRODUCTION

### 1.1 Overview

- 1.1.1 This Statement of Common Ground ('SoCG') has been prepared on behalf of North Lincolnshire Green Energy Park Limited ('the Applicant'). 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 Proposed Development is an Energy Recovery Facility (ERF) capable of converting up to 760,000 tonnes of non-recyclable waste into 95 MW of electricity and a carbon capture, utilisation and storage (CCUS) facility which will treat a proportion of the excess gasses released from the ERF to remove and store carbon dioxide (CO<sub>2</sub>) prior to emission into the atmosphere. It is described in **Chapter 3: Project Description and Alternatives** of the Environmental Statement (ES) (Examination Library reference APP-051).
- 1.1.3 The Proposed Development meets the criteria to be considered as an NSIP under the 2008 Act as a 'generating station' under section 15(2). Section 15(2) defined an NSIP as a proposed generating station which would be located within England, would not be offshore, and would have a total generating capacity of more than 50MW.

### 1.2 The Proposed Development

- 1.2.1 The North Lincolnshire Green Energy Park (NLGEP), located at Flixborough, North Lincolnshire, comprises an ERF capable of converting up to 760,000 tonnes of non-recyclable waste into 95 MW of electricity and a CCUS facility which will treat a proportion of the excess gasses released from the ERF to remove and store CO<sub>2</sub>. Prior to emission into the atmosphere. The design of the ERF and CCUS will also enable future connection to the Zero Carbon Humber pipeline, when this is consented and operational, to enable the possibility of full carbon capture in the future.
- 1.2.2 The NSIP incorporates a switchyard, to ensure that the power created can be exported to the National Grid or to local businesses, and a water treatment facility, to take water from the mains supply or recycled process water to remove impurities and make it suitable for use in the boilers, the CCUS facility, concrete block manufacture, hydrogen production and the maintenance of the water levels in the wetland area.
- 1.2.3 The Project includes the following Associated Development to support the operation of the NSIP:
- a bottom ash and flue gas residue handling and treatment facility (RHTF);

- a concrete block manufacturing facility (CBMF);
  - a plastic recycling facility (PRF);
  - a hydrogen production and storage facility;
  - an electric vehicle (EV) and hydrogen (H2) refuelling station;
  - battery storage;
  - a hydrogen and natural gas above ground installation (AGI);
  - a new access road and parking;
  - a gatehouse and visitor centre with elevated walkway;
  - railway reinstatement works including; sidings at Dragonby, reinstatement and safety improvements to the 6km private railway spur, and the construction of a new railhead with sidings south of Flixborough Wharf;
  - a northern and southern district heating and private wire network (DHPWN);
  - habitat creation, landscaping and ecological mitigation, including green infrastructure and 65 acre wetland area;
  - new public rights of way and cycle ways including footbridges;
  - Sustainable Drainage Systems (SuDS) and flood defence; and
  - utility constructions and diversions.
- 1.2.4 The Project will also include development in connection with the above works such as security gates, fencing, boundary treatment, lighting, hard and soft landscaping, surface and foul water treatment and drainage systems and CCTV.
- 1.2.5 The Project also includes temporary facilities required during the course of construction including site establishment and preparation works, temporary construction laydown areas, contractor facilities, materials and plant storage, generators, concrete batching facilities, vehicle and cycle parking facilities, offices, staff welfare facilities, security fencing and gates, external lighting, roadways and haul routes, wheel wash facilities, and signage.
- 1.2.6 The overarching aim of the Project is to support the UK's transition to a low carbon economy as outlined in the Sixth Carbon Budget (December 2020), the national Ten Point Plan for a Green Industrial Revolution (November 2020) and the North Lincolnshire prospectus for a Green Future which is currently being developed. It will do this by enabling circular resource strategies and low-carbon infrastructure to be deployed as an integral part of the design (for example by re-processing ash, wastewater and carbon dioxide to manufacture concrete blocks) and capturing waste-heat to supply local homes and businesses with heat via a district heating network.

### 1.3 Parties to this Statement of Common Ground

- 1.3.1 This Statement of Common Ground is between the Applicant and the North Lincolnshire Council.
- 1.3.2 North Lincolnshire is the host authority for the North Lincolnshire Green Energy Park application.

### 1.4 The Purpose and Structure of this Document

- 1.4.1 The purpose of this document is to summarise clearly the agreements reached between the parties on matters relevant to the examination of the Application and to assist the Examining Authority in their determination of the Application. It has been prepared with regard to the guidance in 'Planning Act 2008: examination of application for development consent' (Department for Communities and Local Government, March 2015).
- 1.4.2 The document is structured as follows:
- Section 2 – sets out the key correspondence and engagement between the parties up until the submission of the Application; and,
  - Section 3 – sets out the matters agreed and matters outstanding between the parties in respect of the Application.

## 2.0 SUMMARY OF ENGAGEMENT

- 2.1.1 The below Table 2.1 contains a record of key correspondence and engagement between the Applicant and North Lincolnshire Council pertinent to this SoCG.

**Table 2.1: Summary of Engagement**

<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
12/06/2019	NLC, Solar 21, ERM, Newgate, Northern Planners	Project Introduction, Housing, Environmental matters, Flood risk and flood improvement along River Trent, flood modelling, consultation methods and local communities.
10/07/2019	NLC, Solar 21, Environment Agency, Mott MacDonald, ERM and Mayer Brown	Project introduction, FRA modelling, existing flood embankments, downstream boundary of future modelling, road realignments and requirements
02/09/2019	NLC, Newgate	Discussion with NLC to review the first draft of the proposed communication strategy that would be used through the Informal and Formal Consultation.



<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
26/09/2019	Planning Inspectorate, Environment Agency, Natural England, Fichtner, NLC	Stakeholder site meeting, core development and associated development, functional flood plain, flood risk and essential infrastructure, EIA Scoping Submission, Land referencing
18/10/2019	NLC, Solar 21	High level introduction to the scheme and to facilitate any questions from the local MPs ahead of the informal consultation.
11/07/2019	NLC (Place Planning and Housing, Development Management Group Manager, Environmental Protection Team Leader and Officer (Ecologist), Transport Planning Officers, Drainage Manager, Senior Commercial and Investment Officer, Inward Investment Business Specialist, Northern Planners, Solar 21, ERM, Bowland, Buro Happold	Alignment of NLGEP with current and future North Lincolnshire Council strategies; Consideration for economic development, proximity to wharves and local infrastructure, economic benefits, planning policy and status
09/04/2020	NLC, Newgate	Discussion regarding approach to non-statutory consultation during COVID 19 pandemic
13/5/2020	NLC, Andrew Percy MP, Holly Mumby Croft MP, Solar 21	Preview of content of non-statutory consultation
30/11/2020	NLC, Highways England, Jacobs (HE highways consultant), Buro Happold	Transport Assessment Scope: Baseline; traffic survey data; proposals; new access road; trip generation; assessment years and study area;
01/02/2021	NLC, Buro Happold	Email to NLC requesting additional model data files from Mott MacDonald for the NLC Lincolnshire Lakes flood model. NLC have requested data from Mott MacDonald.
08/02/2021	NLC, Buro Happold	The Site Access Appraisal Note was sent to NLC (Louisa Simpson) to discuss and agree on junction

<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
		proposal to link proposed link road with existing network to the south of the site.
11/02/2021	NLC, Buro Happold	Follow up email to confirm discussion on the phone and provide minutes. Indicative plan sent of the wider site.
12/02/2021	NLC, Solar 21, Northern Planners, ERM, Buro Happold, LDA Design; Fichtner, Newgate	Flood risk and modelling, highways and traffic, rail and port, heat and power network, ecology and biodiversity net gain, air quality and noise, socio economic, cumulative assessment, public access, design/layout, consultation strategy and approach, planning matters.
12/02/2021	NLC, Northern Planners	Project update meeting illustrating progress to date and outlining key technical matters being addressed.
13/02/2021	NLC, Newgate	Provision of an early draft of the SoCC prior to formal consultation on the document
01/03/2021	NLC, Newgate	Issue of draft SoCC for consultation
02/03/2021	NLC, LDA	Public Rights of Way
11/03/2021	NLC, Solar 21, Northern Planners, ERM, Buro Happold, LDA Design, Fichtner	Flood risk and modelling; highways and traffic; towns investment plan/towns fund; Northern Power Grid Infrastructure Improvements; Glanford House
11/03/2021	NLC, Northern Planners	Project update meeting. Specific discussions were had about flooding impacts and possible construction impacts/closures on the local road network.
25/03/2021	NLC, Buro Happold, Fichtner	DHN/PWN routing traffic impacts and new access road design. FCE and BH discussed the proposed routing of the district heating network and likely construction impacts on traffic. BH discussed lighting and the likely structures required for the new access road.
31/03/2021	NLC, Newgate	LPA agrees with the proposed approach to consultation set out in SOCC. The challenges presented by potential changes to COVID restrictions during the consultation period are

Date	Attendance	Topics Covered
		understood as is the need for some flexibility within the scheme of consultation to respond to this.
15/04/2021	NLC, Solar 21, Northern Planners, ERM, Buro Happold, LDA Design, Fichtner, GDSA Architects, Fontcomms	Masterplan framework and landscape design; architectural concept. DHN/PWN Routing impacts meeting - Fichtner reviewed the construction of the DHN/PWN with NLC, noting which sections may have to be constructed by night time working to reduce traffic impacts.
19/04/2021	Fichtner, NLC Buro Happold	Network Analysis, Junctions
10/05/2021	NLC, Buro Happold	Surface water drainage strategy
13/05/2021	NLC, Solar21, Northern Planners, ERM, Buro Happold, LDA Design, Fichtner, GDSA Architects, Font Comms, NewgateSEC	Design, flooding, power network and DHN, consultation
13/05/2021	NLC, Northern Planners	Regular project update meeting. Focused on design update to visitor centre, flood risk update, DHN/PWN update, and consultation strategy.
24/05/2021	LLFA, SGWMB, Buro Happold	Impacts of extreme tidal event with the Neap House Drain
25/06/2021	NLC, Northern Planners	June project update meeting. An update was given on the statutory consultation currently underway. Funding schemes associated with the DHN/PWN were also discussed. Full details outlined in meeting note.
08/07/2021	Lincolnshire Wildlife Trust, NLC, RSPB, Bowland Ecology	Ecology survey results so far, wet woodland area, likely ecology and opportunity for enhancement
14/07/2021	Fichtner, LDA Design, Buro Happold, NLC	Private Wire Network, PRow, crossings, highways sections, flooding and drainage, road design, foot and cycleway, flood defences and road structure, lighting, watercourses along new access route, speed limits

<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
16/07/2021	NLC archaeologist, ERM & Historic England	Approach to archaeological evaluations. The strategy for iterative field evaluation (geoarchaeological, geophysical and trial trenching) was discussed.
04/08/2021	Northern Planners; Bowland Ecology, Lincolnshire Wildlife Trust (LWT), NLC, LDA Design, RSPB	Site meeting to discuss habitat creation and enhancement opportunities - eastern mosaic, wetland, woodland, farming and wildlife schemes.
04/08/2021	NLC, ERM, LWT, RSPB	Site meeting to discuss BNG proposals. Areas visited: Habitat mosaic to east of NLGEP land, proposed wetland area, proposed woodland creation to north.
24/08/21	NLC, BH, Fichtner, LDA	DHN/PWN construction access and PRoWs - Fichtner noted changes to the DHN/PWN since the previous meeting, and the proposed construction mitigations required. LDA discussed which construction access points were likely to be required to enable construction of the DHN/PWN.
10/09/2021	NLC, Solar 21, WBD, Buro Happold, LDA, Northern Planners, ERM, SECNewgate, Fontcomms	LVIA, Railway/PRoW crossings, Heritage, Other NSIPs, Drax Pipeline
10/09/2021	NLC, Northern Planners	Project update meeting following statutory consultation.
15/09/2021	NLC archaeologist, ERM & Historic England	Approach to archaeological evaluations. The strategy for iterative field evaluation (geoarchaeological, geophysical and trial trenching) was set out and agreed.
26/11/2021	NLC, Solar 21, ERM	Two WSIs – for geoarchaeological investigation and geophysical investigation of the central and eastern parts of the site – were agreed.

<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
01/02/2022	NLC, Buro Happold	Highways - indicative layout; stopping up; shared footways, access road
16/02/2022	NLC, Northern Planners	Discussions re. PROW 178. We confirmed that we are proposing the reinstatement of the footpath with a new footbridge crossing of the branch line. In terms of programme, should the DCO be successful, we confirmed we would anticipate the footbridge being built at the end of year 1 (2023)/start of year 2 (2024). Also discussed that we do not have a detailed design yet and therefore could not provide a specification of the bridge.
02/03/2022	NLC, Solar 21, WBD, Buro Happold, LDA Design, Northern Planners; ERM, SECNewgate, Font Comms	Scunthorpe Hospital, Transport/Highways, Railway crossings, archaeology, local employment policy/agreement, DCO submission
Numerous meetings and comments and revisions of WSI's between March and December 2022	NLC, ERM, Solar 21	NLC heritage advisor reviewed field evaluation approach as presented in WSI drafts. These were subsequently agreed and the different work packages have now either been completed, are near completion or, in the case of the trial trench evaluation, currently underway. Meetings were held on: 07/03/2022, 16/06/2022, 13/09/2022 and 01/12/2022. Correspondence on 22/02/2022 01/03/2022 17/03/2022 08/04/2022 18/04/2022 27/04/2022 23/05/2022 06/06/2022 13/06/2022 24/06/2022 30/06/2022 10/08/2022 02/12/2022
27/04/2022	NLC, Ardent, S21, DDM	Estates engagement - discussed and reviewed all 270 titles within the DCO RLB and provided electronic versions of the plans for NLC to review. Discussed options for TCPA applications to provide relocation sites for the Wharfeside Court and Rainham Steel

<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
05/10/2022	NLC, ERM	Request for noise levels data from monitoring at Charmaine, Amcotts. ERM to source and provide data.
19/10/2022	NLC, DDM, Ardent	To agree the exact parcels of land owned by North Lincolnshire Council and the boundaries of such land parcels. It was agreed that NLGEPL would engage with NLC to purchase Glanford House and other NLC-owned land as part of a competitive marketing process.
01/02/2023	NLC Environmental Protection Officers, ERM, S21, DWD, LDA Design	To discuss outstanding matters in relation to Environmental Protection, specifically Air Quality, Odour and Noise

### 3.0 MATTERS

3.1.1 The below Table 3.1 contains a list of 'matters agreed' correct at the date of Examination Deadline 4 (07 February 2023) along with a concise commentary of what the item refers to and how it came to be agreed between the two parties.

**Table 3.2: List of Matters**

NORTH LINCOLNSHIRE COUNCIL POSITION	APPLICANT POSITION	STATUS
<b>Planning Policy</b>		
<p>The list of national and local planning policies is agreed.</p>	<p>The following designated NPS documents are relevant to the Application and provide the primary basis for decisions by the SoS in relation to the Application:</p> <ul style="list-style-type: none"> <li>• Overarching National Policy Statement for Energy (NPS EN-1)</li> <li>• National Policy Statement for Renewable Energy Infrastructure (NPS EN-3)</li> <li>• National Policy Statement for Electricity Network Infrastructure (EN-5)</li> </ul> <p>Please see Appendix A for details of the national and local planning policy considered relevant to the Project.</p>	
<b>The Need and Principle of the Proposed Development and Examination of Alternatives</b>		
<p>It is agreed that the local development plan is not discouraging of the principle of new energy generating or waste management infrastructure at this site, as confirmed by NLC by raising no objection to the principle of the proposed scheme in their Section 42 response dated 26 January 2021.</p> <p>This is agreed.</p>	<p>This is agreed</p> <p>NLC noted in their response to the Local Impact Report:</p> <p>‘Overall it is considered that the proposed development generally accords with the aims of the Development Plan in respect of sustainable economic development, the generation of renewable energy (incorporating CHP &amp; CCU technologies) and sustainable waste management in accordance with the waste hierarchy and the need to divert waste from landfill. These matters weigh in</p>	

	favour of the development and the principle of development is considered to be merited subject to conformity with the relevant policies of the plan, including those that seek to protect the environment and amenity of the area.'	
The Council agrees that NPS EN-1 and EN-3 establish a national need for development of new electricity generating infrastructure of the type proposed by the Applicant, while not directing the location of such developments and considers that the Project will reduce the level of waste currently going to landfill in the North Lincolnshire area.	This is agreed	
The Council agrees on the need for the District Heating Network.	This is agreed	
Cumulative Impacts - agree methodology is acceptable and that at the current time [issue of the PEIR] all relevant existing and proposed developments that have the potential to generate cumulative environmental effects together with the proposed development have been identified. As confirmed by NLC in their Section 42 response dated 26 January 2021.	This is agreed	
<b>Ecology and Biodiversity</b>		
The submitted Screening information deals only with ongoing air pollution impacts on the Humber Estuary and records a finding of no likely significant effect on the European Sites. In due course, screening matrices will also consider construction impacts and other effects. It is agreed that this is necessary.	This is agreed	
Ecology - surveys and methodology are agreed, including surveys carried out for various protected and priority species as follows: <ul style="list-style-type: none"> <li>• Great Crested Newts (GCN)</li> <li>• Water Vole</li> </ul>	This is agreed	



<ul style="list-style-type: none"> <li>• Otter</li> <li>• Wintering Birds</li> <li>• Breeding Birds</li> <li>• Bat Activity and Tree Assessments</li> <li>• Badger</li> <li>• Terrestrial Invertebrates</li> <li>• Reptiles</li> </ul> <p>The survey methods used and the survey effort deployed are appropriate for the site in question and for the target species. To varying degrees and in different locations, evidence was found for most of the surveyed taxa. Appropriate mitigation measures and sensitive working methods have been proposed for the species concerned. Where necessary, the appropriate licences are specified.</p>		
<p>It is agreed that the Defra Biodiversity Metric Version 3.0 is appropriate to carry out a net-gain assessment.</p> <p>The biodiversity metric deals with net changes in the biodiversity of habitats. It does not deal with protected or priority species, sensitive working methods or species mitigation. NLC agreed in their Section 42 response that Section 10.1.3 of the PEIR set out appropriate enhancements for protected and priority species that have been recorded. Sensitive working methods, mitigation and biodiversity enhancements will need to be secured by Requirements attached to the DCO.</p> <p>The use of Biodiversity Metric 3.0 is agreed.</p>	<p>Agreed – this approach is set out in the Biodiversity Net Gain Report in Appendix I of Chapter 10: Ecology and Nature Conservation in the Environmental Statement (Document Reference 6.2.10).</p> <p>The Biodiversity Metric 3.1 was released on 21st April 2022, and the application was accepted on 27th June 2022. This followed the original submission on 21st March, withdrawal on 14th April and resubmission on 31st May. This means that the updated Metric was released while the application was being reviewed for consistency.</p> <p>The advice from Natural England states that users of the Biodiversity Metric 3.0 should continue to use it for the duration of the project.</p>	

<b>Construction Effects on people and communities</b>		
<p>Potential for shortages in temporary accommodation if development is brought forward alongside other major proposed developments</p>	<p>The Project will be constructed and commissioned over a six-year period with the workforce peaking at circa 660, as opposed to an intensive period with larger workforce numbers. It is anticipated that a large proportion (circa threequarters) of the workforce will live within a reasonable travel to work area (see paragraph 5.2.2.7 of ES Chapter 14, Economic, Community and Land Use Impacts). Where construction workers do temporarily relocate to the area, they are most likely to reside in Scunthorpe (e.g. lodgings or bed and breakfast), where accommodation and a wider range of services are available, rather than in smaller rural communities with limited availability of local accommodation and services. Based on the assessment presented in ES Chapter 14, the numbers requiring local accommodation will be circa 200 at peak construction and less in other years. The Applicant acknowledges that in the event of the peak construction phase coinciding with local large-scale industrial shut down and maintenance programmes there is a potential for pinch points in demand for local accommodation. However, this is not something that can be predicted at this time or influenced by the Applicant. There will be no significant effect from construction workers for the Project alone on the demand for local accommodation services. Given the nature of the wider region with long-established energy, petroleum, steel and other industry and port related development, and the dynamic nature of these industries in the region it is reasonable to assume that the regional accommodation sector has adapted to accommodate demand without adverse effect on the visitor economy.</p>	
<p>Due to issues related to wider indigenous businesses need for temporary accommodation, associated with large scale industrial 'shut downs' (e.g. steel works, oil refineries and energy intensive industries), there is the potential for a significant impact at 'pinch points' throughout the construction period. This alongside other emerging large-scale projects in the area is likely to push demand into more rural regions associated predominantly with the visitor economy. This may have negative impacts on the longer-term visitor economy offer post construction. NLC would like to see that the Applicant has assessed this issue and that potential impacts are appropriately mitigated to prevent displacement of the existing visitor offer via the removal of temporary accommodation. We would not want to see demand caused by the development outweighing the supply and distorting market conditions in the short term leading to longer term damage.</p>		
<p>NLC are pleased to see that this issue has been considered and note that the peak construction staff is below the overall projection. We would advise the applicant to work with the local authority to engage with providers where appropriate to ensure that any impact is minimised. This issue is now agreed.</p>		

<b>Draft Development Consent Order and Protective Provisions</b>		
<p>Permits - Ash treatment activity regulator to be clarified</p> <p>The clarification provided is understood. It is agreed that this matter will be progressed via discussions with the EA. No further concerns to raise in this regard.</p>	<p>EA permits required for ash treatment and FGTr treatment. Concrete block manufacturing facility may require bespoke permit. Discussions re permitting are ongoing with the EA</p>	
<p>Related to the District Heating Network / Private Wire Network - agreement to include optionality in the scheme, for routing to proposed advanced manufacturing park on the Lincolnshire Lakes development on the southern DHN. The northern DHN will service existing and planned commercial developments on the A1077 and the Normanby Road.</p>	<p>This is agreed</p>	
<b>Water resources, drainage and flood risk including the suitability of the site when assessed against NPPF and PPG advice on Flood Risk</b>		
<p>Flood risk - acceptable level of SUDS measures are proposed. The Drainage officer has further confirmed that detailed discussions have taken place with the developer's team and that the only outstanding area of concern is the blocking of the culvert under the A1077. It is understood that the modelling and strategy is being revised accordingly to demonstrate that this will not result in flooding to the downstream catchment. On this basis I have no further comments to make at this time.</p>	<p>Noted. The flood mitigation strategy has been revised to avoid reducing the size of the culvert under Ferry Road West (A1077/B1216).</p>	
<p>Meeting held on 24th July 2020 with NLC to confirm which flood model should be used for the assessment. David Boreham at NLC confirmed that the model developed by Mott MacDonald for the Lincolnshire Lakes scheme includes the latest information on flood defence assets in the vicinity of our site and is a more up-to-date model than the one held by the EA.</p>	<p>It was agreed that S21 would purchase the model from NLC to use in the NLGEP FRA. This model has been used for the assessment and updates made in consultation with the EA regarding updates to climate change allowance.</p>	
<p>Agreement with LLFA in principle with proposed surface water drainage strategy</p>	<p>A meeting with the Lead Local Flood Authority (LLFA) was held on 10/05/2021 to present proposed drainage strategy and</p>	

<p>The Internal Drainage Board will also need to be consulted with regards to discharge rates into the downstream watercourse network.</p> <p>It is understood that a SoCG has been entered into with the relevant drainage bodies. This issue is agreed.</p>	<p>include any comments or requirement they could have. The LLFA agreed in principle with the proposed surface water drainage strategy.</p> <p>A SOCG with Scunthorpe and Gainsborough Water Management Board (SGWMB) (the Internal Drainage Board) has been entered into.</p>	
<b>Historic Environment</b>		
<p>No field evaluation has been undertaken.</p> <p>NLC understand that field evaluation is incomplete and ongoing. Reports and WSI approvals are still outstanding.</p> <p>Field evaluation is ongoing and reports have yet to be submitted.</p>	<p>An iterative program of archaeological field evaluation has been discussed in outline with Historic England and the NLC's archaeological advisor and agreed in September 2021. WSIs for the first phases of this have been agreed and undertaken in October and November 2021. Further agreement with NLC in November 2021 was reached for a WSI to be developed setting out additional geoarchaeological, geophysical and trial trenching surveys to be carried out early in 2022. The program of works will continue during and after submission of the Environmental Statement (Document Reference 6.0). The program for these works is included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).</p> <p>Trial trenching is ongoing (December 2022).</p>	
<p>The content of the desk-based assessment set out in the PEIR based on existing HER records and updated data lacks reference to the full range of sources that we would expect to be consulted as a matter of course in line with professional standards and guidance.</p> <p>These sources should include the national archaeological records</p>	<p>The Desk Based Assessment has been upgraded to account for comments. Geoarchaeological modelling has been undertaken based on historic boreholes combined with the results of recent geophysical investigation work undertaken for the project. This is included in the baseline section of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement</p>	

<p>(NMR and Historic England research databases), aerial photographic collections, LIDAR data, a specialist geo-archaeological review of existing data and production of a preliminary deposit model. Evidence of consultation of historic mapping for the study area is omitted and it is unclear what, if any, archive collections were consulted. Nor does the standard site visit and walk-over survey of the proposed development area appear to have been undertaken to identify known and potential remains and verify their condition, or to describe ground conditions.</p>	<p>(Document Reference 6.2.12) and in appendices including a desk-based assessment, geoarchaeological model and geophysical report.</p>	
<p>Scope needed for pre-assessment survey work.</p>	<p>Further surveys were agreed and carried out. The program for these works is included in Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).</p>	
<p>Sections 6 – 10 of the PEIR chapter relating to the baseline evidence, mitigation, assessment of likely effects, further mitigation and residual effects and monitoring, are considered premature until the archaeological field evaluation is completed and heritage assets are sufficiently well identified and understood to assess their significance and the impact of the proposed development and opportunities for mitigation or to off-set harm that cannot be avoided.</p> <p>NLC are of the view that a stand alone Archaeological Mitigation Plan should be produced. Mitigation proposals will need to be fully reviewed and revised on completion of the evaluation and updated Impact Assessment.</p>	<p>As agreed with Historic England and North Lincolnshire Council's archaeological advisor on the call of 15th September 2021, a mitigation plan is included in Section 7 of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12) and may be modified following completion of evaluation surveys as set out in Appendix E and F of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12).</p> <p>As set out in requirement 11 in the dDCO, the Applicant is committed to producing a stand alone Archaeological Mitigation Plan. It has been referred to there as a Written Scheme of Mitigation.</p>	
<p>The LPA is concerned about the considerable gaps in the information provided in the PEIR chapter and appendices and</p>	<p>Environmental Statement (Document Reference 6.2.5) contains updated baseline information addressing the gaps identified in</p>	

<p>what is necessary to inform the EIA. It is advised that appropriate field evaluation will need to be undertaken at the earliest opportunity to inform the pre-determination EIA and DCO examination process, and that any mitigation measures resulting from the findings of the evaluation should be set out in a final Mitigation WSI, the implementation of which may be secured by an appropriately worded DCO requirement.</p>	<p>the Preliminary Environmental Information Report (PEIR). A program of evaluation fieldwork is underway based on WSIs approved by NLC’s archaeological advisor. A program setting out completion of these surveys is included in Appendix G of Chapter 12: Archaeology and Cultural Heritage of the Environmental Statement (Document Reference 6.2.12), along with a draft mitigation strategy to be finalised after the evaluation work is complete.</p> <p>Requirement 11 in the dDCO sets out the program of archaeological investigation and mitigation measures that must be undertaken as part of the application. This requirement also sets out that the approved mitigation measures relating to this must be carried out in accordance with the written Scheme of mitigation measures.</p>	
<p>The Field evaluation presented in WSIs is insufficient. In relation to:</p> <ol style="list-style-type: none"> <li>1. The core development area in the alluvial zone. NLC have stressed the need for a phased strategy in which geoarchaeological evaluation informs the trial trench scope.</li> <li>2. Ancillary parts of the scheme where the depth of impact and potential impact to archaeology is not yet clear, such as the landscaping/future mitigation components of the project. NLC stress that the archaeological evaluation should inform the design process, not the other way around.</li> <li>3. Trial trenches should also be positioned to evaluate blank areas where geophysical survey did not identify any features.</li> </ol> <p>The field evaluation needs to assess all areas of the development where there will be any ground disturbance before, during or after construction, including landscaping and biodiversity features. At this stage NLC cannot be confident that the evaluations carried out to date have covered all potential</p>	<p>Revised approach discussed and agreed with NLC:</p> <ol style="list-style-type: none"> <li>1. Geoarchaeological WSI revised to include an extra transect of ERT and additional boreholes in core development area. These surveys have recently been completed (late September 2022) and final discussion on the extent of trial trench in the deep alluvial deposits will take place as soon as the geoarchaeological report is available (early November 2022). A provisional plan for trial trenches in the core development area has been made and provisionally approved by NLC but are dependent on the results of the geoarchaeological work. The case of the ERF is slightly different as though there is a higher potential there for shallower archaeology to exist, practical difficulties mean that evaluation would necessarily take place once the current industrial usage has ceased.</li> <li>2. Trial trench WSI revised to include landscaping/future mitigation areas.</li> </ol>	

<p>impacts arising from the development due to a lack of firm proposals and site maps pre-submission of the application.</p>	<p>3. Trial trench WSI revised to include additional trenches in areas where geophysical survey did not identify any features.</p> <p>Following the review of the draft geoarchaeological report by NLC in late November, the revised trial trench WSI was agreed in principle with NLC on 1<sup>st</sup> December 2022 and the trial trench field evaluation began on 5<sup>th</sup> December.</p> <p>As discussed and agreed in a meeting with NLC on 1<sup>st</sup> December 2022, there are a number of potential impacts that still require further definition. This largely concerns landscaping and wetland creation. The Applicant is in agreement that the final designs of these proposals may require field evaluation if potential impacts are identified and is currently engaging the design team to seek this information.</p>	
<p><b>Highways and Transport, including Public Rights of Way and cycle routes and to what extent HGV movements arising from the construction and operation of the development will have an impact on the highway network</b></p>		
<p>Related to the District Heating Network / Private Wire Network - Agreement to carry out works on A19 at night to avoid closure during daytime.</p>	<p>This is agreed</p>	
<p>Related to the District Heating Network / Private Wire Network - Agreement to carry out works on roundabouts linking A1077 to Holyrood Drive at night</p>	<p>This is agreed</p>	
<p>Related to the District Heating Network / Private Wire Network - agreement to maintain access to Phoenix Avenue during any works</p>	<p>This is agreed</p>	

<p>Related to the District Heating Network / Private Wire Network - Agreement to construct the DHN / PWN in the northern (eastbound) lane of the A1077</p> <p>Whilst the agreements surrounding the installation of the District Heating/Private Wire Network have been agreed in principle, we recognise that there may be a need to revisit these agreements as the project is further developed.</p>	This is agreed	
<p>It is agreed that the speed limit on the new access road would be 50 miles per hour, as well as the classification of the new road to be category C (meeting 01.02.2022).</p>	This is agreed	
<p>It is agreed that the road signage falling outside the RLB would be funded as part of a S106 agreement (meeting on 11.02.2022)</p> <p>It is understood that this is now proposed to be secured via an agreement under Section 111 of the TCPA?</p>	Understood that NLC request that this be secured via Section 111 of the TCPA. Discussions ongoing.	
<p>Scope of classified turning counts and Automatic Traffic counts (undertaken October 2022) agreed with Council as part of the TA scoping Discussions</p>	This is agreed	
<p>Agreed the proposals involve the reinstatement of the footpath with a new footbridge crossing of the branch line. In terms of programme, should the DCO be successful, we confirmed we would anticipate the footbridge being built at the end of year 1 (2023)/start of year 2 (2024). Also agreed that we do not have a detailed design yet and therefore could not provide a specification of the bridge at this stage (confirmed via email on 14/02/2022 and 16/02/2022).</p>	This is agreed	

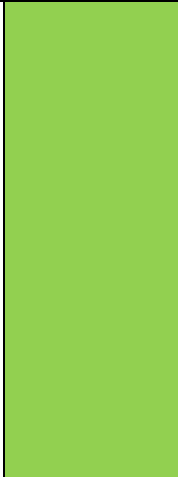
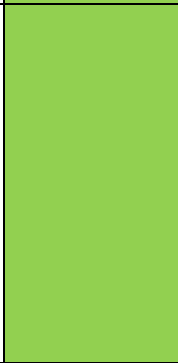
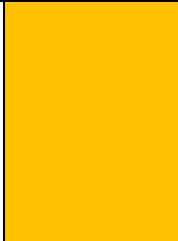


NLC would like to see the proposed permissive footpath along the south side of the railway, linking FP178 with FP177, approximately 500m distant at most, should be dedicated as a permanent footpath for inclusion on the definitive map instead. Given the scale of the development and the importance that this dedication would have for the local path network's connectivity in perpetuity, this is not an unreasonable expectation.	The Applicant is happy, in principle, to dedicate this section of the permissive path network but will require further discussion with the relevant NLC officer regarding the extent of permissive path to be dedicated and how this interacts with Phoenix Parkway Local Nature Reserve (open space) and legal and land rights before committing to this.	
<b>Landscape and Visual Impacts</b>		
Light impact assessment should be included as part of the application of external lighting proposed  It is agreed that an appropriate Light Impact Assessment has been provided. Furthermore, it is noted that the dDCO includes a Requirement for a scheme of external lighting to be submitted to and approved by the LPA.	Considered in the LVIA in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11). See also Annex Indicative Lighting Strategy (Document reference 6.3.4).	
LVIA approach agreed to the assessment of landscape and visual impacts.	This is agreed	
LVIA - concerns raised with short range views across River Trent from Amcotts to the west  Mitigation measures are understood and good design at the detailed design stage will be key. However there is still a concern that the LVIA identifies significant adverse impacts on receptors at Amcotts even following mitigation. This adverse impact needs to be weighed in the planning balance.	Mitigation measures have been explored to reduce impacts on this view. Detailed in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11), see paragraph 7.1.1.8 in particular.  Overall, the applicant has sought wherever possible to mitigate effects on the local landscape and a wide variety of visual receptors in regard to the Project as a whole. Effects at many receptors will therefore be suitably mitigated; however, as identified in the ES, it is inevitable that by virtue of their close	

<p>It is agreed that there will be adverse visual impacts which need to be weighed in the planning balance. This matter is agreed.</p>	<p>proximity to the proposed development the assessment has identified significant residual effects at some receptors.</p> <p>It is agreed that adverse impacts need to be weighed in the planning balance (this is addressed in the submitted Planning Statement).</p>	
<p>LVIA - architectural mitigation to screen low level clutter and to minimise impacts against skyline</p> <p>Mitigation measures will help screen low level clutter and reduce overall impact. These measures are appreciated. However, there is still a concern regarding the impact on short-range view from Amcotts and Stather Road.</p> <p>It is agreed that there will be adverse visual impacts which need to be weighed in the planning balance. This matter is agreed.</p>	<p>Architectural design has been developed to present a lower impact exterior, including the use of a substantive visual barrier to provide visual screening of ground level storage and activity ('clutter'), and treatment of the building profile to minimise impacts against the skyline. Mitigation measures are described in Chapter 11: Landscape and Visual Impact of the Environmental Statement (Document Reference 6.2.11). These measures inform the design principles set out in the Design Principles and Codes document (Document Reference 5.12), with compliance to be secured by a requirement in the DCO.</p> <p>As per comment above.</p>	
<b>Noise, air quality and disturbance during construction and operation</b>		
<p>Include map of discreet human receptors identified in close proximity to the new road</p>	<p>This has been included in the application. Please see Figure 1a and 1b in the Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5) and Appendix A Figure 1 in Chapter 7: Noise (Document Reference 6.2.7).</p>	
<p>Human receptors should be identified and included on relevant figures</p>	<p>Impacts associated with road traffic are assessed at specific human receptors in line with current Defra guidance. However, for other emission sources, including the main flue stacks, the maximum off-site impacts on air quality are considered</p>	

<p>NLC maintains the position that human receptors should be identified for other emissions sources (rather than just road traffic) to provide a robust assessment.</p> <p>Following meeting dated 01/02/2023 between the applicants and NLC Environmental Protection officers it is understood that the applicant has now agreed to identify human receptors and include them on relevant figures. This update is awaited and NLC will provide further comment once we have had the opportunity to review it.</p>	<p>regardless of whether a receptor is present at that location. This is in line with current Environment Agency guidance and ensures that any spatial uncertainty in the exact locations of the maximum impacts is captured. As such, for these impacts, assessing at discreet human receptors is not appropriate nor required.</p> <p>Also see above comment regarding maps provided in the ES.</p>	
<p>Questions why the AQIA does not include assessment of odour. To state that odour is principally controlled through best practice design is not satisfactory</p> <p>NLC maintain the position that an odour assessment should be provided to evidence that the proposed development will not result in odorous emissions that would impact on the local environment.</p> <p>Following meeting dated 01/02/2023 between the applicants and NLC Environmental Protection officers it is understood that the applicant has now agreed to undertake a qualitative risk assessment with regards to odour. This assessment is awaited and NLC will provide further comment once we have had the opportunity to review it.</p>	<p>See section 4.3.14 of the Chapter 5: Air Quality of the ES (Document Reference 6.2.5). The Institute of Air Quality management (IAQM) sets out the approach to odour assessment in “Guidance on the assessment of odour for planning”, Version 1.1 - July 2018. The guidance sets out the approach to assessing odour which considers three factors: (i) an emission source (i.e. a means for the odour to get into the atmosphere); (ii) a pathway for the odour to travel; and (iii) the presence of receptors that could experience an adverse effect. The RDF will arrive at the Project site sealed and so will not constitute a source of odour. After arrival it will be transferred to the tipping hall at which point it will be in a negative pressure environment so that there will not be a pathway for odour. As there is no odour source (or pathway), an assessment of effects on receptors is not necessary.</p> <p>An updated Air Quality assessment is submitted at Deadline 4 to include an odour assessment as agreed with NLC 01/02/2023</p>	

<p>Questions use of data and age of data - why has a more local site such as Humberside Airport not been used.</p> <p>This matter is now agreed.</p>	<p>Doncaster airport is closer and considered to be more representative of the local situation. 2014-2018 data is considered to be appropriate. Data of this age will have been captured using contemporary weather equipment and is robust for the modelling. The use of 2014-2018 data was specifically maintained in Chapter 5: Air Quality of the ES (Document Reference 6.2.5) to provide consistency with works undertaken in 2019 for the Project, to allow continuity in Project design and assessment execution for the benefit of the regulatory process</p>	
<p>Benefit of site-specific monitoring for some pollutants</p> <p>The ES sets out baseline conditions and the various sources of data that have been used to gather information, including: DEFRA background maps and monitoring locations across the UK (Scunthorpe, Hull, Birmingham, Warwickshire etc.). It is considered that satisfactory justifications for these locations has not been provided.</p> <p>The assessment has utilised several non-local monitoring locations due to the site being located within a rural location and a lack of local rural monitoring programmes. The definition of a rural monitoring location in accordance with LAQM TG16 is <i>“An open countryside location, in an area of low population density distanced as far as possible from roads, populated and industrial areas.”</i> It is unclear how this conclusion has been drawn given that the site is located within an industrial estate.</p> <p>One year of data has also been included from these varying locations, it is not clear why these years have been selected and</p>	<p>Chapter 5: Air Quality of the Environmental Statement (Document Reference 6.2.5), which describes the baseline data used.</p> <p>The baseline data is derived from sources that are considered to be representative of the baseline at the sensitive human receptors. These are overwhelmingly rural villages and isolated properties with few sources of emissions and light traffic flows. Whilst the Project is located in an existing industrial estate, this is relatively small and local sources of emissions are not anticipated to have a significant impact on the air quality at the nearby sensitive receptors, and therefore a rural baseline is acceptable.</p> <p>The monitoring data has been derived from the most up-to-date data that has not been compromised by the Covid pandemic. Furthermore, the most up to date Defra mapping data is 2018, and therefore where possible 2018 data was used for consistency.</p>	

<p>inter-year variations have not been considered. Pollutant concentrations vary on a year by year basis due to operational activities, meteorological data and it would not be representative to consider one year in isolation.</p> <p>In the absence of robust and representative background concentrations, it is considered that a project of this scale would have benefitted from site specific monitoring for some of the pollutants.</p> <p>This matter has now been addressed and agreed.</p>	<p>The point around inter-annual variations is acknowledged. However, for the large majority of the pollutants of interest, the baseline concentrations at sensitive receptors are very low, and any inter-annual variability would be inconsequential to the results. For those pollutants where there might be expected to be slightly more variability, nitrogen dioxide for example, the baseline and the process contribution is sufficiently small that even allowing for a large variability this would make no material impact on the outcome of the impact assessment.</p>	
<p>Noise - recommended guidance for assessments should include the following in addition to those listed in PIER assessment: World Health Organisation Environmental Noise Guidelines for the European Region (2018) World Health Organisation Guidelines for Community Noise (1999) World Health Organisation Night Noise Guidelines for Europe (2009). It is noted that reference has been made to WHO guidance in Section 5.3.3.3 but at no other section.</p> <p>This matter is now agreed</p>	<p>These documents have been considered where they are relevant to the assessment criteria for the types of noise sources that are being considered. Further details can be found in Chapter 7: Noise of the Environmental Statement (Document Reference 6.2.7).</p>	
<p>Of the view that cumulative operational rating levels should not exceed background levels</p> <p>When carrying out the S 4142:2014+A1:2019 assessment Tables 15-19 provide the predicted source noise levels as 'predicted rating level', however, a rating level is the source noise plus any feature corrections. No corrections for acoustic characteristics</p>	<p>Predicted noise from the Project will be reduced to as low a level relative to background as is reasonably practical. It is noted that BS4142 states that the lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact.</p>	

have been applied. The report provides the following justification:

*“An acoustic feature correction has not been applied in this assessment because it is most likely that the need for a correction can be avoided during the detailed design phase.”*

It is unclear how this justifies the omission of this requirement of a BS4142 assessment. With penalties, the rating levels may be up to 18dB higher than source noise levels. By omitting penalties, the results are unclear and the final results appear to have a lower impact on nearby noise sensitive receptors. 3. No allowance for uncertainty in the data has been included (Appendix C 3.1.1.1) which further reduces confidence in the outcome of the assessment.

No satisfactory information has been provided by the applicant. The approach taken is not adequate considering the scale of the development and the nature of the proposed noise sources. Position remains.

No comment has been made regarding the increase in background noise levels following the potential development and

As stated in the ES Chapter 7: Noise [APP-055], an acoustic feature correction has not been applied in this assessment because it is most likely that the need for a correction can be avoided during the detailed design phase.

Paragraph 9.2.1.3 of [APP-055] notes that ‘A noise-monitoring and management programme will be developed and agreed with NLC, and will be implemented before the development becomes operational. The purpose of the programme will be to demonstrate noise from the operation of the Project is no higher than reported in the ES and where practicable to reduce noise levels below those that have been predicted’, and it goes on to note that one of the aims is ‘Identification of equipment with potentially distinctive noise characteristics from equipment and consideration of alternatives/mitigation based on test data and commissioning measurements’.

A Noise Management Plan, as part of the Operational Environmental Management Plan [APP-075] secured under requirement 4 of the draft DCO, will be formulated in order to keep delivery noise (e.g. use of tonal reversing alarms, doors opening/closing etc.) to a minimum. There will also be a requirement to consider noise when procuring new equipment. Operational noise will be monitored, and the results will be reported to North Lincolnshire Council.

The potential for noise effects from road, rail and river transport as well as loading and unloading operations have been assessed in ES Chapter 7: Noise [APP-055]. The assessment, following national standards and guidance, considers increases in noise from the Project and also takes account of the local context.

<p>the impact this may have on the area and for future developments.</p> <p>Following meeting dated 01/02/2023 between the applicants and NLC Environmental Protection officers the position regarding background noise levels has been resolved. The noise survey was undertaken prior to the installation of the crane which is the subject of current investigation and mitigation so this piece of plant has not affected background noise levels for the site.</p> <p>It is also understood that the applicant intends to review their noise assessment to review whether acoustic feature corrections should be applied and whether mitigation is required to reduce the predicted noise levels from the site. This review and any resulting revisions to the noise assessment are awaited and NLC will provide further comment once we have had the opportunity to review any additional information.</p>	<p>During operation, the Project has the potential to result in moderate daytime noise impacts at the closest residential receptors close to Ingelnook in Amcotts, during a loading or unloading event at the railhead. At all other receptors, the predicted effects are considered minor or not significant when the context of the noise is taken into account.</p> <p>Whilst it is accepted that there will be some change to baseline noise levels due to constant noise from the plant buildings, this will be limited to approximately 6 dB based on the data in Table 19 of ES Chapter 7: Noise [APP-055].</p> <p>It is also acknowledged that the noise levels are predicted to be higher than background noise during loading and unloading operations which will take place during the day. However, the unloading does not occur all day, and the method of quantifying background noise tends towards the lower noise levels in a given time period (through use of the <math>L_{A90}</math> index). Therefore, the increases in representative background noise levels are likely to be less than the 12 dB that was stated in the Local Impact Report that was prepared by NLC.</p>	
<p>Section 7.3.1.1 states that a noise management plan will be formulated for control of deliveries. However, there is no mention of the control of any other noise sources in this section.</p> <p>A noise-monitoring and management programme is proposed as a form of mitigation to be agreed with NLC. It is proposed that the programme will be to demonstrate noise from the operation</p>	<p>Noise management plan to be agreed with NLC, as part of an Operational Environmental Management Plan, to cover all noise sources that require active management, requirement 4(5) under Schedule 2 of the DCO.</p>	

<p>of the Project is no higher than reported in the ES. It is essential therefore that the ES accurately reflects the noise from the proposal, including all feature corrections and uncertainties as mentioned above.</p> <p>Position remains, additional information/justification is awaited.</p>	<p>The ES predictions are based on realistic noise levels that are achieved by plant and equipment used at this type of site, including measurements of equipment at other port operations. Where there is uncertainty in data, a conservative worst case approach has been adopted to ensure that likely noise impacts are not under predicted.</p> <p>However, the Noise Management Plan as part of the Operational Environmental Management Plan [APP-075] secured under requirement 4 of the draft DCO, will be formulated in order to keep delivery noise (e.g. use of tonal reversing alarms, doors opening/closing etc.) to a minimum. There will also be a requirement to consider noise when procuring new equipment.</p>	
<p>Section 7.2.1.2 states the lead contractors will obtain prior consent from NLC under Section 61 of the CoPA for the proposed construction work. The consent application will set out BPM measures to minimise construction noise and vibration, including control of working hours, and provide a further assessment of construction noise and vibration, including confirmation of receptor-based mitigation provision. The LPA would prefer that a Requirement is applied to any consent granted requiring the submission of a Construction Environmental Management Plan (CEMP) which includes all the above items, to be agreed with the local planning authority. Furthermore, it would be helpful for an outline CEMP to be included as part of the application.</p>	<p>In response to this request, the commitment to apply for consent under Section 61 of the Control of Pollution Act (CoPA) has been replaced with a commitment to submit a CEMP which will be developed by the appointed contractor and agreed with the local planning authority (requirement 4 of the dDCO). The main noise management and noise monitoring requirements are described in the CoCP in Annex 7 of the ES (Document Reference 6.3.7).</p>	
<p><b>Ground Conditions</b></p>		
<p>It is agreed that the approach to ground gas monitoring (weekly monitoring at 5 locations for a period of 8 weeks) is acceptable. Site Investigation works have been undertaken and the report is</p>	<p>This is agreed</p>	



<p>included in Appendix E of Chapter 8: Ground Conditions, Contamination and Hydrogeology of the Environmental Statement (Document Reference 6.2.8). Two of the wells to the north of Stather Road (northern end of the Glanford House Complex and at the former Bellwin House) are categorised as CGS 1 (very low).</p> <p>Each characteristic situation relates to a typical scope of protective measures required for the identified level of risk (see CIRIA C665, NHBC March 2007 and BS 8485:2015 for scope of risk management measures likely to be required), ranging from 1 (very low) to 6 (very high). The remaining three wells are on agricultural land, one of which is categorised as CGS1, one CGG 2, and one as CGG2 or 3 due to an elevated flow rate being recorded during one round. Due to access issues and underground obstructions, no gas monitoring wells could be installed in the wharf area.</p>		
<p><b>Socio Economics</b></p>		
<p>The approach to the assessment of socio-economic impacts presented in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document 6.2.14) is agreed.</p>	<p>This is agreed</p>	
<p>The number of jobs identified to be created (136 net direct jobs) is agreed to be a moderate benefit as set out in Chapter 14: Economy, Community and Land Use Impacts of the Environmental Statement (Document Reference 6.2.14), table 19.</p>	<p>This is agreed</p>	
<p>It is agreed that a Local Labour Agreement will be entered into.</p>	<p>This is agreed</p>	
<p>It is agreed that the visitor centre has the potential to support local community, the wider area and the visitor economy.</p>	<p>This is agreed</p>	

## 4.0 SIGNATURES

4.1.1 This Statement of Common Ground is agreed:

On behalf of **Insert Name Here:**

Name: XXXX

Signature: XXXX

Date: XX

On behalf of the Applicant:

Name: XXXXX

Signature: XXXX

Date: XXXXX

DRAFT

## APPENDIX A: NATIONAL AND LOCAL POLICY CONSIDERED RELEVANT TO THE PROJECT

### **National Planning Policy**

A policy hierarchy exists in determining whether development consent for a Nationally Significant Infrastructure Project (NSIP) should be granted, where a designated National Policy Statement (NPS) is in place.

Section 104 of the Planning Act 2008 (the 2008 Act) states that the Secretary of State (SoS) must decide an application “in accordance with” any relevant, designated NPS and must have regard to any matters they regard as important and relevant.

The following designated NPS’s are relevant to the Application and provide the primary basis for decisions by the SoS in relation to the Application:

- Overarching National Policy Statement for Energy (NPS EN-1)
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3)
- National Policy Statement for Electricity Network Infrastructure (EN-5)

The following planning policy documents may be an important and relevant matter but do not form the primary basis for a decision on an NSIP

- National Planning Policy Framework (July 2021); and
- Planning Practice Guidance.

It is acknowledged that there is a suite of draft NPSs which were published on 6 September 2021 and consulted on until 29 November 2021. However, paragraph 1.6.2 of the Draft Overarching NPS for Energy states:

*“Applications for development consent will have been prepared, and may already be in examination, in reliance upon the 2011 suite of NPSs (or for nuclear development based on the position set out in the Written Ministerial Statement of 7 December 201710). The Secretary of State has decided that for any application accepted for examination before designation of the 2021 amendments, the 2011 suite of NPSs should have effect in accordance with the terms of those NPS. The 2021 amendments will therefore have effect only in relation to those applications for development consent accepted for examination after the designation of those amendments.”*

### **Need for the Development**

Section 4 of the Planning Statement (Document Reference 5.1) (Examination Library Reference APP-035) considers the policy case for the development and the need for the Project in detail. The below paragraphs summarise the key NPS policies considered relevant to the need for the Development.

NPS EN-1 Paragraph 2.1.2 recognises that energy is vital to economic prosperity and social well-being and thus establishes that it is important to ensure that the UK has 'secure and affordable energy'. Paragraph 2.2.20 states that it is critical that the UK continues to have secure and reliable supplies of electricity during the transition toward a low carbon economy, and that to manage risks this means ensuring that there is sufficient capacity (including a greater proportion of low carbon generation) to meet demand at all times, including a safety margin of spare capacity to accommodate unforeseen fluctuations in supply or demand.

Part 3 of NPS EN-1 concerns the need for new energy NSIPs and sets out a number of key reasons why there is an urgent need for new electricity generating infrastructure, including:

- meeting energy security and carbon reduction objectives;
- the need to replace closing electricity generating capacity;
- the need for new electricity capacity to back up the increased contribution of intermittent forms of renewable generation; and
- future increases in electricity demand

On the need for more electricity capacity to support an increased supply from renewables, NPS EN-1 states at Paragraph 3.3.10 that the Government is committed to increasing dramatically the amount of renewable generation capacity, and that this increasingly "may include plant powered by the combustion of biomass and waste".

Against this background of a need for renewable energy in the context of meeting greenhouse gas reduction targets, NPS EN-1 Paragraph 3.1.14 confirms that demand for electricity is also likely to increase and that "a substantial amount of new generation" will therefore be needed. This all leads to a position where "there is an urgent need for new (and particularly low carbon) energy NSIPs to be brought forward as soon as possible" (NPS EN-1 Paragraph 3.3.15).

The role of Energy from Waste (EfW) in addressing the UK's energy needs is outlined in paragraphs 3.4.3 – 3.4.5 of NPS EN-1. Paragraph 3.4.3 explains that EfW is a type of renewable generation, as the principal purpose of the combustion of waste is to reduce the amount of waste going to landfill in accordance with the Waste Hierarchy and to recover useful energy from that waste. Paragraph 3.4.4 explains that EfW can provide 'dispatchable' power, constituting an increasingly important contribution to the security of UK electricity supplies. Paragraph 3.4.5 of NPS EN-1 states that: "it is necessary to bring forward new renewable electricity generating projects as soon as possible. The need for new renewable electricity generation projects is therefore urgent."

From the outset NPS EN-3 (Paragraph 1.1) also confirms the objective to further the provision of renewable energy generation in the UK stating that: “Electricity generation from renewable sources of energy is an important element in the Government’s development of a low-carbon economy. There are ambitious renewable energy targets in place and a significant increase in generation from large-scale renewable energy infrastructure is necessary”.

Support for EfW is provided within Section 2.5 (Paragraph 2.5.2) of NPS EN3 which confirms that the recovery of energy from the combustion of waste, where in accordance with the waste hierarchy, will play an increasingly important role in meeting the UK’s energy needs. NPS EN-3 also confirms that where the waste burned is deemed renewable, this can also contribute to meeting the UK’s renewable energy targets and energy from waste forms an important element of waste management strategies in both England and Wales.

It is agreed that in national policy terms NPS EN-1 and NPS EN-3 together with recent UK energy and climate change policy outlined in section 4.2 of the Planning Statement individually and together establish a substantial need for projects of the same type as the North Lincolnshire Green Energy Park.

#### **Local Development Plan policy**

Section 104 of the 2008 Act states that the SoS must have regard to other matters that are ‘important and relevant’, and that includes local development plan documents. NPS EN-1 is clear that in the event of any conflict between a NPS and a local development plan document, the NPS prevails for the purpose of SoS decision-making given the national significance of the infrastructure concerned.

The following adopted planning policy documents may be an important and relevant matter but do not form the primary basis for a decision on an NSIP:

- The North Lincolnshire Council Local Plan (2003) Saved Policies (2007)
- The North Lincolnshire Local Development Framework (LDF) Core Strategy (2011)
- North Lincolnshire LDF Housing and Employment Land Allocations Development Plan Document (2016)
- North Lincolnshire LDF Lincolnshire Lakes Area Action Plan (2016)
- North Lincolnshire Planning for Renewable Energy Development Supplementary Planning Document (2011)
- Sustainable Drainage Systems (SuDS) and Flood Risk Guidance (2017)
- North Lincolnshire Transport Plan 2011 - 2026
- North Lincolnshire Council’s Municipal Waste Management Strategy (2012)
- Towns Fund Investment Plan

The following policies outlined in Tables 1, 2, 3, 4 and 5 below, and at Appendix B of Chapter 2 of the Environmental Statement (Document Reference 6.2.2) (Examination Library Reference APP-050) provide a summary of the adopted and emerging local plan policies considered of relevance to the Project. Table 6 provides a tabulated summary of the Lincolnshire Lakes Area Action Plan (AAP) Policies considered of relevance to the Project and outlined at paragraphs 2.2.1.3 and 2.2.1.4 of

Appendix B of Chapter 2 of the Environmental Statement (Document Reference 6.2.2) (Examination Library Reference APP-050).

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**Table 1: Relevant North Lincolnshire Council Local Plan (2003) Saved Policies (2007)**

Chapter	Policy Reference	Title	Summary	North Lincolnshire Council Position
Rural Development				<i>E,g Relevant / Not Relevant</i>  <i>Not saved policy no longer extant.</i>
	RD2	Development in the Open Countryside	Seeks to control development in the open countryside. The policy lists types of development for which planning permission will be granted, subject to a number of criteria.	<u>relevant</u>
Transportation	T1	Location of Development	Provides guidance on the location of development which is likely to create a significant volume of traffic in relation to the settlement hierarchy of the existing highway network and public transport.	<u>relevant</u>
	T2	Access to Development	Requires all development to provide satisfactory access. Larger developments should be served adequately by being readily accessible by a choice of transport modes, existing public transport services, additions or extensions to such services and the existing highway network.	<u>relevant</u>
	T6	Pedestrian Routes and Footpaths	Requires major new developments to include links to nearby existing or proposed pedestrian routes.	<u>relevant</u>
	T8	Cyclists and Development	Requires new developments to i) include cycle links with existing or proposed routes where such opportunity exists; and ii) ensure that the provision of cycle parking facilities are in accordance with the standards set out in Appendix 2.	<u>relevant</u>

	T9	Promoting Buses and Trains	Encourages the use of buses and trains as alternative modes of transport. Details provision will be made for a number of schemes, including improvements to the local rail network.	<a href="#">relevant</a>
	T11	Protecting Rail Routes	Safeguards the existing network of rail freight and passenger routes. States disused railway alignments will be protected from development where there is a reasonable prospect of their re- use for transport purposes or where there is potential for recreational use.	<a href="#">relevant</a>
	T14	The North Lincolnshire Strategic Road Network (NLSRN)	States traffic will be concentrated on the Strategic Road Network and developments, which compromise the function of the NLSRN in traffic and safety terms, will not be permitted	<a href="#">relevant</a>
	T15	Highway Improvements and New Highway Construction	States that where new highway infrastructure is being developed, or is included as an element of a development proposal, the design of the highway should take into account: ease and safety of movement and the need to conserve important cultural, archaeological and natural environment features.	<a href="#">relevant</a>
	T19	Car Parking Provision & Standards	Requires car parking provision to meet the operational needs of businesses and comply with the Parking Provision Guidelines set out in Appendix 2 of the Local Plan	<a href="#">relevant</a>
	T22	Rail Freight	Encourages the use of rail for goods traffic.	<a href="#">relevant</a>
	T23	Water Freight	Recognises water transport represents an efficient means of moving a variety of freight cargoes. Requires new water freight development to demonstrate that the movement of heavy goods by road is minimised by making use of deep-water frontages by locating on deep-water frontages, and ensuring transfer of bulk goods from sea to inland makes optimum use of railways, rivers, canal sand pipelines/ conveyor belts where appropriate.	<a href="#">relevant</a>



	T24	Road Freight	Seeks to safeguard settlements from heavy goods vehicles. States the environmental impact of moving freight by road will be reduced by: concentrating lorries into the North Lincolnshire Strategic Road Network, banning heavy good vehicles from sensitive, encouraging the development of rail freight facilities, and encouraging the use of the waterways.	<a href="#">relevant</a>
Leisure and Recreation	R5	Recreational Paths Network	Seeks to secure better access to the open countryside which will significantly enhance informal recreation opportunities. Supports development proposals which provide additional links to the recreational paths network and will improve the condition and appearance of existing links in the network.	<a href="#">relevant</a>
Landscape and Conservation	LC1	Special Protection Areas(SPA), Special Areas of Conservation (SAC) and Ramsar Sites	Seeks to protect SPA's, proposed SPA's, SAC's or candidate SAC's from development proposals which may have significant effects on the sites.	<a href="#">relevant</a>
	LC2	Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR)	Seeks to safeguard SSSI's and NNRs. Explains that in all cases where development is permitted which would damage the nature conservation value of the sites, such damage should be kept to a minimum	<a href="#">relevant</a>
	LC3	Local Nature Reserves	Designates a number of Local Nature Reserves. Site LC3-2 is known as Atkinsons Warren. Phoenix Parkway is also a LNR, although it is not designated as such in this policy	<a href="#">relevant</a>
	LC4	Development Affecting Sites of Local Nature	Seeks to protect Local Nature Reserves, Sites of Importance for Nature Conservation and Regionally Important Geological Sites from adverse effects and minimise any damaging effects.	<a href="#">relevant</a>

		Conservation Importance		
	LC5	Species Protection	States planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended). Where development is permitted that may have an effect on those species, conditions or the use of planning agreements will be considered to minimise impacts on the species.	<a href="#">relevant</a>
	LC6	Habitat Creation	Recognises there are opportunities to create new habitats to complement existing areas and to contribute to biodiversity. Details that provision will be made for the creation of nature reserves and new wildlife habitats both in rural and urban areas.	<a href="#">relevant</a>
	LC7	Landscape Protection	Seeks to protect the scenic quality and distinctive local character of the landscape.	<a href="#">relevant</a>
				<a href="#">Not relevant – this policy refers to areas specifically identified as being of amenity importance (shown on inset maps). I am not aware that the Order Limits impact on any such designated area?</a>

	LC12	Protection of Trees, Woodland and Hedgerows	Seeks to ensure all new development proposals, retain trees, woodland and hedgerows wherever possible.	<a href="#">relevant</a>
	LC15	Landscape Enhancement	Details a number of landscape enhancement schemes. Site LC15-1 relates to North West Escarpment. LC15-2 relates to Conesby Quarry/Sawcliffe.	<a href="#">relevant</a>
Ironstone Gulleets	IG2	Environmental Enhancement and Habitat Restoration	Outlines Environmental Enhancement and Habitat Restoration Schemes. Site IG2-3 refers to Conesby Quarry.	<a href="#">relevant</a>
	IG6	Motorised Recreation	Outlines that the eastern part of the former Tarmac site (south of Conesby Quarry) is proposed for motocross and other motorised recreational activities	<a href="#">relevant</a>
	IG7	Geological Research	Details that the mineral face of the Yorkshire East Gullet (south) will be conserved for geological research.	<a href="#">relevant</a>
Historic Environment	HE8	Ancient Monuments	Outlines that development proposals which would result in an adverse effect on Scheduled Ancient Monuments and other nationally important monuments, or their settings, will not be permitted.	<a href="#">relevant</a>
	<a href="#">HE9</a>	<a href="#">Archaeological Evaluation</a>	<a href="#">Where development proposals affect sites of known or suspected archaeological importance, an archaeological assessment to be submitted prior to determination. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.</a>	<a href="#">relevant</a>
Waste	W1	Applications for Waste Management Facilities	Details that proposals for waste management facilities will only be permitted where a number of factors can be demonstrated	<a href="#">relevant</a>

	W3	Flood Risk Areas	States proposals for waste management facilities will not be permitted in areas likely to be significantly and adversely affected by coastal erosion or tidal or river flooding and where such proposals are at direct risk. Nor will they be permitted where they will significantly reduce the capacity of the floodplain and impede the flow of floodwater thereby significantly increasing the risk of flooding elsewhere.	<a href="#">relevant</a>
	W4	Waste Management Facilities and the Best and Most Versatile Agricultural Land	States that Applications for waste management facilities on the best and most versatile agricultural land in Grades 1, 2 and 3a will only be permitted where: i) the proposal overrides the need to protect the land; ii) restoration and aftercare proposals will achieve reinstatement of the land to an equivalent or higher grade where appropriate	<a href="#">relevant</a>
	W6	Transportation of Waste	Details that proposals involving the transportation of waste by road will not be permitted where the potential for rail and river transportation exists. Development proposals involving the transportation of waste by rail and/or river will be supported.	<a href="#">relevant</a>
	W9	Handling of Waste	Supports proposals for the use of land and the erection of plant and buildings for the recycling, transfer, storage and other treatment or handling of waste will be permitted provided that it satisfies a number of criteria.	<a href="#">relevant</a>
Development Standards	DS1	General Requirements	Expects developments proposals to achieve a high standard of design in both built-up areas and the countryside. Details a number of design criteria which all proposals will be considered against.	<a href="#">relevant</a>
	DS3	Planning Out Crime	Seeks to ensure that development proposals take into account personal safety and the security of people and property by a number of methods including, ensuring the development is well integrated into the existing pattern of pedestrian and vehicular movement.	<a href="#">relevant</a>

	DS7	Contaminated Land	States permission will only be granted on contaminated sites where a detailed site survey has been submitted, and a suitable scheme of remedial measures has been agreed to overcome any existing contamination.	<a href="#">relevant</a>
	DS11	Polluting Activities	Seeks to prevent adverse or dangerous polluting effects from development proposals.	<a href="#">relevant</a>
	DS12	Light Pollution	Only supports applications which involve light generating equipment where it can be demonstrated that there would be no adverse impacts on local amenities.	<a href="#">relevant</a>
	DS13	Groundwater Protection and Land Drainage	Requires all development proposals to take account of the need to secure effective land drainage measures and groundwater protection in order to control the level of water in the land drainage system.	<a href="#">relevant</a>
	DS14	Foul Sewage and Surface Water Drainage	Requires development proposals to provide satisfactory means for the disposal of foul and surface water.	<a href="#">relevant</a>
	DS16	Flood Risk	States that development proposals will not be permitted in floodplains where, amongst other matters, it would increase the number of people or buildings at risk, impede the flow of floodwater, reduce the storage capacity of the floodplain, or increase the risk of flooding elsewhere.	<a href="#">relevant</a>
	DS21	Renewable Energy	Supports proposals for the generation of energy from renewable resources where any detrimental impacts are outweighed by environmental benefits and proposals include details of associated developments	<a href="#">relevant</a>

**Table 2: Relevant North Lincolnshire Core Strategy (2011) Policies**

Chapter	Policy Reference	Title	Summary	North Lincolnshire Council Position
Spatial Strategy for North Lincolnshire	CS1	Spatial Strategy for North Lincolnshire	Sets out the broad framework around which the spatial development strategy for North Lincolnshire will be based. It provides clear priorities for the distribution and location of future development and a distinct direction for moving the area forward and achieving the spatial vision and objectives.	<i>E,g Relevant / Not Relevant</i> <u>relevant</u>
	CS2	Delivering more Sustainable Development	Details that the spatial strategy described in policy CS1 will be implemented using a sequential approach to the location of future development that	<u>relevant</u>
	CS3	Development Limits	Details that development limits will be applied to the Scunthorpe urban area, the Market Towns and Rural Settlements and outlines that they will not be applied to rural settlements in the countryside. Outlines a number of considerations which will be taken into account in applying development limits.	<u>relevant</u>
Renaissance across North Lincolnshire	CS4	Creating a Renaissance in North Lincolnshire	Sets out the major transformational projects which are aimed at delivering area wide renaissance in North Lincolnshire – includes the Lincolnshire Lakes.	<u>relevant</u>
Delivering Quality Design in North Lincolnshire	CS5	Delivering Quality Design in North Lincolnshire	Requires all new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place.	<u>relevant</u>
	CS6	Historic Environment	Seeks to ensure that North Lincolnshire’s important sites and areas of historic and built heritage value are protected, conserved and enhanced	<u>relevant</u>

			in order that they continue to make an important contribution to the area's scene and the quality of life for local people. <u>Development proposals should provide archaeological assessments where appropriate.</u>	
Delivering Greater Economic Success in North Lincolnshire	CS11	Provision and Distribution of Employment Land	Aims to ensure that the right amount and quality of employment land is available in North Lincolnshire to support the growth of the local economy and help deliver the vision for the area.	<u>relevant</u>
Environment and Resources	CS16	North Lincolnshire's Landscape, Greenspace and Waterscape	Seeks to ensure that the key strategic spaces relating to landscape, greenspace, archaeology and estuary and water environments are protected and enhanced, contributing to the formation of sustainable linked communities.	<u>relevant</u>
	CS17	Biodiversity	Promotes effective stewardship of North Lincolnshire's wildlife via a number of methods including safeguarding national and international protected sites for nature conservation from inappropriate development, maintaining and promoting a North Lincolnshire network of local wildlife sites and corridors, links and stepping-stones between areas of natural green space and ensuring development seeks to produce a net gain in biodiversity.	<u>relevant</u>
	CS18	Sustainable Resource Use and Climate Change	Promotes development that utilises natural resources as efficiently and sustainably as possible.	<u>relevant</u>
	<u>CS19</u>	<u>Flood Risk</u>	<u>Sets out a risk based sequential approach to determine the suitability of land for development. Development in areas of high flood risk will only be permitted where it meets specific criteria.</u>  <u>Development will be required, where practical, to incorporate SuDS to manage surface water drainage. The Council will also seek to reduce the</u>	<u>relevant</u>

			<u>increase in flood risk due to climate change through measures to reduce carbon dioxide emissions.</u>	
Sustainable Waste Management	CS20	Sustainable Waste Management	Details that the Council will consider new and enhanced facilities for the treatment and management of waste at a number of broad strategic areas, including Flixborough Industrial Estate.	<u>relevant</u>
Transport and Communication – Connecting North Lincolnshire	CS25	Promoting Sustainable Transport	Seeks to ensure that future Local Development Documents and development control decisions take into account the need to deliver the objectives for sustainable and high quality transport set out in this strategy	<u>relevant</u>
	CS26	Strategic Transport Infrastructure Proposals	Supports strategic infrastructure proposals to enhance North Lincolnshire’s internal and external transport connections and provide access to the area’s key strategic economic development locations by road, rail, air, water and information technology.	<u>relevant</u>
	CS27	Planning Obligations	Sets out the council’s approach to the process of negotiating planning obligations agreements.	<u>relevant</u>



**Table 3: Relevant North Lincolnshire Council Housing and Employment Land Allocations Development Plan Document Policies (2016)**

Chapter	Policy Reference	Title	Summary	North Lincolnshire Council Position
Presumption in favour of sustainable development	PS1	Presumption in favour of sustainable development	Explains that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.	<i>E,g Relevant / Not Relevant</i> <a href="#">relevant</a>
Employment Land Allocations	SCUE-1	Normanby Enterprise Park	Land at Normanby Enterprise Park (35.10 ha) is allocated for employment use	<a href="#">relevant</a>
Housing Land Allocations	SCUH-1	Land at Phoenix Parkway Phase 1	Allocated land for 246 dwellings.	<a href="#">relevant</a>
	SCUH-10	Land south of Ferry Road West	Allocated land for 721 dwellings.	<a href="#">relevant</a>

**Table 4: Relevant emerging North Lincolnshire Council Local Plan Publication Draft Policies (2021)**

Chapter	Policy Reference	Title	Summary	North Lincolnshire Council Position
A Spatial Strategy for North Lincolnshire	SS1	Presumption in Favour of Sustainable Development	States that when considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.	<i>E,g Relevant / Not Relevant</i> <u>relevant</u>
	SS2	A Spatial Strategy for North Lincolnshire	Sets out the level of new development that is needed in North Lincolnshire up to 2038, together with how, and where, it will take place. The policy seeks to support the spatial development needs for North Lincolnshire through a spatial strategy. Sets out the settlement hierarchy.	<u>relevant</u>
	SS3	Development Principles	Requires new development in North <u>Lincolnshire</u> to contribute towards the creation of sustainable communities and a sense of place. Requires all development proposals reflect a number of key principles (unless in practical terms they are not considered relevant by the case officer).	<u>relevant</u>
	SS7	Strategic Site Allocation – Lincolnshire Lakes.	Details the Strategic Site allocation of the Lincolnshire Lakes. Explains that by 2038, the first phase of Lincolnshire Lakes will deliver 2150 dwellings by creating three sustainable villages in a waterside setting. The policy is supported by 3 sub-policies which refers to the 3 strategic allocations within the Lincolnshire Lakes i.e: <ul style="list-style-type: none"> <li>■ SS7-1. Northern Strategic Allocation - 1,275 dwellings.</li> <li>■ SS7-2. Southern Strategic Allocation. 875 dwellings.</li> <li>■ SS7-3. Strategic Mixed Use Area. 25.15 hectares of employment, and supporting community and leisure land.</li> </ul>	<u>relevant</u>
	SS11	Development Limits	Details that development limits will be applied to the Scunthorpe & Bottesford urban area, Principal Towns, Large Service Centres, Larger Rural Settlements and Smaller Rural Settlements. Development	<u>relevant</u>

			outside these defined limits will be restricted to that which is essential to the functioning of, or to meet a special need associated with the countryside.	
Meeting Our Housing Need	H1	Site Allocations	Allocates a number of sites for housing development. Includes allocations H1P-1 - Phoenix Parkway Phase 1. States that the density of development within this locality indicates that 158 dwellings can be delivered on this site	<a href="#">relevant</a>
Delivering Jobs & Supporting Our Economy	EC2	Existing Employment Areas	States existing employment areas as identified on the Policies Map will be safeguarded for employment uses. Flixborough Industrial Estate is identified as an existing employment site.	<a href="#">relevant</a>
	<a href="#">EC5</a>	<a href="#">Wharves</a>	<a href="#">Existing wharf and jetty facilities on the Rivers Humber and Trent are safeguarded for cargo handling facilities. Any development which will prejudice the use of these sites for the handling of cargo will not be permitted, unless it can be proven that the use is no longer viable and that the site is not required for such purposes.</a>	<a href="#">relevant</a>
Prosperous Town Centres	TC2	Placemaking and Good Urban Design	Details that Development proposals will be supported where they improve poor existing urban and natural environments, enhance special qualities of North Lincolnshire's settlements and better reveal the significances of the historic environm	<a href="#">relevant</a>
Supporting Sustainable Development in North Lincolnshire's Countryside	RD1	Supporting Sustainable Development in the Countryside	Outlines outside settlement development limits land will be regarded as the countryside and details the forms of development which will be supported, where proposals respect the intrinsic character of their surroundings. The forms of development include employment uses where it is an appropriate scale to its location and it respects the character of the surrounding landscape. Such employment uses should, amongst other criteria, be within or adjacent to an existing industrial estate.	<a href="#">relevant</a>
Delivering a Quality Environment	DQE1	Protection of Landscape,	Requires development proposals to contribute to the conservation or enhancement of the local landscape where possible.	<a href="#">relevant</a>

		Townscape and Views		
	DQE3	Biodiversity and Geodiversity	Requires development proposals to take opportunities to retain, protect and enhance biodiversity and geodiversity features proportionate to their scale through site layout, design of new buildings and proposals for existing buildings. Requires schemes to use the DEFRA biodiversity metric to demonstrate that the proposal will deliver a minimum of 10% net gain for biodiversity (unless national standards increase this in the future).	<a href="#">relevant</a>
	DQE4	Local Nature Reserves	Seeks to protect currently declared Local Nature Reserves.	<a href="#">relevant</a>
	DQE5	Managing Flood Risk	Seeks to safeguard people and property from the risks of flooding	<a href="#">relevant</a>
	DQE6	Sustainable Drainage Systems	Requires development proposals (in the first instance) to consider water re-use measures to encourage the conservation of water to manage surface water where feasible. Development of Major Sites must incorporate appropriate sustainable surface water drainage systems (SuDS) appropriate to the nature of the site, unless clearly demonstrated to be inappropriate.	<a href="#">relevant</a>
	DQE7	Climate Change and Low Carbon Living	Sets out how development proposals should contribute to mitigating the impacts of climate change and minimising carbon emissions to meet the climate change challenge.	<a href="#">relevant</a>
	DQE8	Renewable Energy Proposals	Supports proposals for renewable energy development where any significant adverse impacts are satisfactorily minimised and the residual harm is outweighed by the public benefits of the proposal.	<a href="#">relevant</a>

	DQE10	Important Open Space	Safeguards areas identified as Important Open Space on the Policies Map. Includes Phoenix Parkway Local Nature Reserve.	<a href="#">relevant</a>
	DQE11	Green Infrastructure Network	Outlines the Council's aims to maintain and improve the green infrastructure network by enhancing, creating and managing multifunctional green space within and around settlements that are well connected to each other and the wider countryside and contribute to a Nature Recovery Network. Details that Proposals that cause loss or harm to this network will not be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts.	<a href="#">relevant</a>
	DQE12	Protection of Trees, Woodland and Hedgerows	Seeks to ensure new development will, wherever possible, retain trees, woodland and hedgerows.	<a href="#">relevant</a>
Managing our Historic Environment	HE1	Conserving and Enhancing the Historic Environment	Requires development proposals value, protect, conserve and seek opportunities to enhance the historic environment of North Lincolnshire.	<a href="#">relevant</a>
Creating Sustainable Communities and Better Places	CSC1	Health and Wellbeing	Seeks to ensure development proposals consider the impacts and potential for achieving positive mental and physical health outcomes. Sets out a number of ways in which the Council will seek to improve health and wellbeing in North Lincolnshire.	<a href="#">relevant</a>
				<a href="#">Duplicate</a>
Sustainable Waste Management	WAS1	Waste Management Principles	Sets out the council's strategic planning framework and principles for sustainable waste management, reflecting the requirements of national policy and guidance, as well as the Waste Framework Directive. Details that Development that encourages and supports	<a href="#">relevant</a>

			the minimisation of waste production, and the re-use and recovery of waste materials will normally be supported. States the Proposals for waste management facilities will be encouraged based on a number of principles, including – managing waste through the waste hierarchy in a sequential order.	
	WAS2	Waste Facilities	States that new waste management facilities should be located in sustainable locations that are appropriate to the proposed waste management use and its operational characteristics, and where impacts on the community and the environment can be avoided or addressed appropriately. Details that proposals for Energy from Waste Facilities will be supported provided that they meet the criteria set out in this policy and policy DQE8 Renewable Energy Proposals.	<a href="#">relevant</a>
	WAS3	Waste Management Provision	States net self-sufficiency in waste management will be achieved through the provision of the waste-management capacity needs of North Lincolnshire. This capacity will be met through existing operation waste management facilities (and extensions, where appropriate) and new facilities.	<a href="#">relevant</a>
	WAS6	Waste Management in Development	Seeks to ensure that new development proposals support the efficient use and recovery of resources throughout its lifetime including during construction, operation and/or occupation. This should include giving due consideration to sustainable waste management.	<a href="#">relevant</a>
Connecting North Lincolnshire	T1	Promoting Sustainable Transport	Supports measures that promote more sustainable transport choices.	<a href="#">relevant</a>
	T3	New Development and Transport	Supports new development where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact.	<a href="#">relevant</a>

	T4	Parking	Outlines a range of parking requirements for development proposals.	<a href="#">relevant</a>
	T5	Cycle and Motorcycle Parking	Requires development proposals that generate additional parking demand provide adequate cycle and motorcycle parking provision is made	<a href="#">relevant</a>
	T6	Freight	Safeguards the existing network of rail freight routes and infrastructure. Encourages the use of rail for goods traffic.	<a href="#">relevant</a>
Development Management	DM1	General Requirements	Requires all new development proposals achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. Outlines a number of design principles and amenity considerations.	<a href="#">relevant</a>
	DM3	Environmental Protection	Requires development proposals to demonstrate that environmental impacts on receptors have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts to air, land and water quality, whilst assessing vibration, heat, energy, light and noise pollution.	<a href="#">relevant</a>
	ID1	Delivering Infrastructure	Requires all developments to meet the on and off-site infrastructure requirements needed to support the development and mitigate the impact of the development on the existing community and environment to make it acceptable in planning terms.	<a href="#">relevant</a>

**Table 5: Relevant Planning for Renewable Energy Development Supplementary Planning Document (2011) Policies**

Chapter	Policy Reference	Title	Summary	North Lincolnshire Council Position
Policy Considerations	Policy 1	Biodiversity	Requires developers assess the effects of potential renewable energy developments, alone or cumulatively on biodiversity sites, habitats and species and identify measures to avoid or mitigate harm to them and secure their conservation and enhancement	<i>E,g Relevant / Not Relevant</i> <a href="#">relevant</a>
	Policy 2	Landscape	Encourages developers to give early consideration in the design of schemes to the character and quality of the landscape, the extent of the physical change involved, and the ability of the landscape to accommodate the change	<a href="#">relevant</a>
	Policy 3	Visual Effects	Requires visual amenity effects to be considered.	<a href="#">relevant</a>
	Policy 4	Heritage Assets	Requires developers to consider the impact of their proposal for renewable energy development, both during and after construction on heritage and the historic environment.	<a href="#">relevant</a>
	Policy 5	Soil and Hydrology	Seeks to ensure developers consider the effects of their proposal for renewable energy development on the soil, hydrology, groundwater and water quality in and around a site	<a href="#">relevant</a>
	Policy 6	Flood Risk	Details the requirements for Flood Risk Assessments.	<a href="#">relevant</a>
	Policy 7	Community Impact	Encourages developers to work with local communities which will be affected by the proposals to address key concerns.	<a href="#">relevant</a>
	Policy 10	Cumulative Effects	Requires developments to address the cumulative impact of the Project, taking into account existing and approved developments.	<a href="#">relevant</a>



	Policy 13	Highways & Rights of Way	Seeks to ensure developers consider access to proposed sites for renewable energy related development as well as impacts of the proposals on existing Public Rights of Way.	<a href="#">relevant</a>
	Policy 14	Local Grid Connections & Ancillary Equipment	Seeks to ensure developers properly integrate the layout of the development with the landscape and topography of the site	<a href="#">relevant</a>

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