



# NORTH LINCOLNSHIRE GREEN ENERGY PARK

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

APFP Regulation 5(2)(q)  
and PINS Advice Note 6

## North Lincolnshire Green Energy Park

Volume 5

5.8 Consents and Licences Document

PINS reference: EN010116

May 2022 March 2023

Revision number: 0 1



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### Acronyms and Abbreviations

<b>Abbreviation</b>	<b>Description</b>
ABP	<i>Associated British Ports</i>
AGI	<i>Above Ground Installation</i>
AILs	<i>Abnormal Indivisible Loads</i>
BEIS	<i>Business, Energy and Industrial Strategy</i>
CO <sub>2</sub>	<i>Carbon Dioxide</i>
CBMF	<i>Concrete Block Manufacturing Facility</i>
DCO	<i>Development Consent Order</i>
DHPWN	<i>District Heat and Private Wire Network</i>
EA	<i>Environment Agency</i>
EPC	<i>Engineering, Procurement and Construction</i>
ERF	<i>Energy Recover Facility</i>
ERM	<i>Environmental Resources Management</i>
ES	<i>Environmental Statement</i>
EV	<i>Electric Vehicle</i>

H <sub>2</sub>	<i>Hydrogen</i>
HSE	<i>Health and Safety Executive</i>
IDB	<i>Internal Drainage Board</i>
kV	<i>Kilovolt</i>
MW	<i>Megawatts</i>
NE	<i>Natural England</i>
NLC	<i>North Lincolnshire Council</i>
NLGEP	<i>North Lincolnshire Green Energy Park</i>
NSIP	<i>Nationally Significant Infrastructure Project</i>
OFGEM	<i>Office of Gas and Electricity Markets</i>
PEIR	<i>Preliminary Environmental Information Report</i>
PRF	<i>Plastic Recycling Facility</i>
PV	<i>Photovoltaic</i>
RHTF	<i>Residue Handling and Treatment Facility</i>
SoS	<i>Secretary of State</i>
SPV	<i>Special Purpose Vehicle</i>
SuD <sub>s</sub>	<i>Sustainable Drainage Systems</i>
TTRO	<i>Temporary Traffic Regulation Order</i>
UK	<i>United Kingdom</i>
VCA	<i>Vehicle Certification Agency</i>

# 1. INTRODUCTION

## 1.1 Overview

- 1.1.1.1 This Consents and Licences document (**Document Reference 5.8**) 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 (BEIS), under Section 37 of The Planning Act 2008 (the 2008 Act).
- 1.1.1.2 The Applicant is seeking a DCO for the construction, operation and maintenance of a new Energy Recovery Facility (ERF) and associated development (the Project) that will be capable of efficiently recovering energy stored within waste products. The ERF will have a capacity to convert up to 760,000 tonnes of waste per year, into electricity, with a maximum output of up to 95 megawatts (MW).
- 1.1.1.3 The Project is located on land within and to the south of Flixborough Industrial Estate, to the west of Scunthorpe, North Lincolnshire.
- 1.1.1.4 A DCO is required for the Project as it falls within the definition and thresholds for a Nationally Significant Infrastructure Project (NSIP) under Sections 14 and 15(2) of the 2008 Act.
- 1.1.1.5 The DCO, if made by the SoS, will be known as the North Lincolnshire Green Energy Park (NLGEP) Order.

## 1.2 The Applicant and their Development Team

- 1.2.1.1 The Applicant is a Special Purpose Vehicle (SPV) set up by Solar 21 Renewable Energy Limited (S21). S21 is a renewable energy investment company headquartered in Dublin, Ireland with locations in the United Kingdom (UK) and Italy.
- 1.2.1.2 Established in 2010, the Applicant specialises in the acquisition and management of solar photovoltaic (PV) installations and the development of renewable power assets including biomass, biogas and energy recovery projects in the UK and Europe. The Applicant has been delivering steady returns to investors since 2011 from its PV assets. To date, the Applicant has acquired or developed in excess of €240 million in renewable energy assets. Its current pipeline of projects is expected to bring this to €2 billion over the next five years, which includes this Project as part of a series of new energy recovery plants in the UK.
- 1.2.1.3 Preparation of the Application is being managed by the Applicant with support from the following consultancy team:
- Ardent Management Ltd – land referencing;
  - SEC Newgate – community engagement services;

- Fichtner Consulting Engineers Limited – technology engineering services;
- Aker Carbon Capture – carbon capture engineering services;
- Environmental Resources Management (ERM) – environmental services;
- Bowland Ecology – ecological services;
- Buro Happold – civil engineering services;
- Northern Planners – planning services;
- LDA Design – master planning services; and
- Womble Bond Dickinson (UK) LLP – legal services.

### 1.3 The Project Site

1.3.1.1 For the purposes of providing clarity within the Application documents, the land within the Order Limits is divided into four distinct geographical areas relating to the specific elements of the Project.

#### The Energy Park Land

1.3.1.2 The Energy Park Land is located on land within and to the south of Flixborough Industrial Estate, to the west of Scunthorpe, North Lincolnshire. The Order Limits encompasses an area within and adjacent to Flixborough Wharf (RMS Trent Ports) on the east bank of the River Trent. The Flixborough Wharf and Flixborough Industrial Estate together form an industrial complex that has supported a range of businesses and industrial activities since the early 1900s. Existing infrastructure at the site includes roads, a rail spur, a 155 m long wharf, weigh bridge, cranes, warehousing and stock sheds, workshops and portable offices.

1.3.1.3 Large industrial facilities within the wider Flixborough Industrial Estate and on adjacent land include a cement works, wind turbines, grain processing facilities, and a small power station that has a feedstock of chicken litter and bone meal.

1.3.1.4 The Project will have transport connectivity by road, rail, and river to sea via the River Trent and River Humber, with the latter two used for freight transport only. Land adjacent to the Flixborough Industrial Estate included within the Project site is currently a mix of both brownfield land and areas used for arable agriculture, comprising a number of fields separated by hedgerows and well-established drainage ditches which are maintained by the Internal Drainage Board (IDB).

#### The Northern District Heat and Private Wire Network (DHPWN) land

1.3.1.5 The route of the Northern District Heat Private Wire Network (DHPWN) runs from the ERF down the new access road to the southern end of the Project where the B1216 (Ferry Road West) meets the A1077 (Phoenix Parkway). The route follows the A1077 towards the east, passing

the Skippingdale Retail Park on its south side and crossing the common land at Atkinsons' Warren / Foxhills Plantation.

1.3.1.6 Since submission of the PEIR this area of the Order Limits has been refined to remove the southern extent of the Northern DHPWN. Prior to the formal consultation, the Northern DHPWN extended south along A1430 (Normanby Road) and terminated at the North Lincolnshire Council Offices. The route will now terminate at the Warren Road junction with Normanby Road. The route has been amended to reduce noise and traffic impacts on local residents during construction, and to improve the constructability of the network. Furthermore, an alternative Northern DHPWN route (Option B) has been incorporated for consideration by the Examining Authority. In summary the two alternative route options at the roundabout junction with the A4130 (Normanby Road) are as follows:

- Option A - the route passes south towards the built-up urban centre of Scunthorpe via Normanby Road, where the route remains lined on both sides by residential and industrial areas; or
- Option B –the route continues on the A1077 until the junction with Bessemer Way to the south. The route will follow Bessemer Way until the junction with Warren Road turning due west to meet the Normanby Road.

1.3.1.7 Since submission of the PEIR this area of the Order Limits has been refined to remove the southern extent of the Northern DHPWN. Prior to the formal consultation, the Northern DHPWN extended south along A1430 (Normanby Road) and terminated at the North Lincolnshire Council Offices. The route will now terminate at the Warren Road junction with Normanby Road.

1.3.1.8 Furthermore, an alternative Northern DHPWN route (Option B) has been incorporated for consideration by the Examining Authority. The alternative route (Option B) will follow the original route of the Northern DHPWN along the A1077 until it reaches Normanby Road. At the Normanby Road roundabout, the new route will continue east along Mannaberg Way to the next roundabout, and then will head south down Bessemer Way, then south to Warren Road, and west along Warren Road.

### **The Southern District Heat and Private Wire Network (DHPWN) land**

1.3.1.9 The route of the Southern DHPWN runs from the southern end of the Energy Park Land where the B1216 (Ferry Road West) joins and A1077, and then heads south through the agricultural land on the west side of the A1077. It will pass under the IDB drain north of the roundabout.

1.3.1.10 At Doncaster Road, the Southern DHPWN will pass under the carriageway and continue south across the agricultural land, where it will

pass under the Crowle to Scunthorpe railway line and terminate in the field to the north of the B1450 (Burringham Road).

- 1.3.1.11 Although the route of the Southern DHPWN has not changed, the area of this element of the Project has been significantly reduced within the Order Limits as the understanding of construction requirements has increased. This is most apparent within the agricultural land to east of the A1077, where the Order Limits have been reduced to include only the land needed for construction and operation of the DHPWN. This has reduced the Order Limit in this area from approximately 400 m wide, to approximately 40 m wide.

### **The Railway Reinstatement Land**

- 1.3.1.12 The disused railway line between the main Network Rail line at Dragonby and Flixborough Wharf previously served the port operations through the delivery of steel and other materials to and from British Steel at Scunthorpe up until its closure in 2012. The line runs in a roughly east-west direction, weaving between the industrial settings of Normanby Industrial Estate, the mineral workings, industrial developments at Dragonby sidings, slag dumping zones, quarries, and arable agricultural land, on a mix of embankments and cuttings that are lined with trees along much of the line length.
- 1.3.1.13 The line passes immediately to the north of the Normanby Enterprise Park before winding around a long 's' bend to the south of Flixborough village and looping around the northern edge of Flixborough Industrial Estate, where the line terminates at the wharf edge.
- 1.3.1.14 Although the route of the railway reinstatement has not changed, the area of this element of the Project has been significantly reduced within the Order Limits as the understanding of construction requirements has increased. This is most apparent within the agricultural land to the north and south of Hopeton Street, adjacent to Dragonby Rail Sidings.

## **1.4 The Project**

- 1.4.1.1 The North Lincolnshire Green Energy Park (NLGEP) ('the Project'), located at Flixborough, North Lincolnshire, is a Nationally Significant Infrastructure Project (NSIP) with an Energy Recovery Facility (ERF) capable of converting up to 760,000 tonnes of non-recyclable waste into 95 MW of electricity at its heart and a carbon capture, utilisation and storage (CCUS) facility which will treat the excess gasses released from the ERF to remove and store carbon dioxide (CO<sub>2</sub>) prior to emission into the atmosphere.
- 1.4.1.2 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.

1.4.1.3 The Project will include 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 (H<sub>2</sub>) refuelling station
- battery storage
- a hydrogen and natural gas above ground installations (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.

1.4.1.4 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.

1.4.1.5 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.

1.4.1.6 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. 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 reprocessing



ash, wastewater and carbon dioxide to manufacture concrete blocks and capturing and utilising waste-heat to supply local homes and businesses with heat via a district heating network).

1.4.1.7 Each of the above facilities are described in detail in Chapter 3 of the Environmental Statement (**Document Reference 6.2.3**).

### **The Dragonby to Flixborough railway**

1.4.1.8 The Project will include the development of a new railhead at Flixborough Wharf, additional rail sidings at Dragonby and the re-opening of the 6km railway track linking the two. The railway reinstatement will also include an extension of the railway from the existing terminus at Flixborough Wharf, to a new railhead south of the port, and to the east of the Project site. The reinstated rail line will facilitate the delivery of feedstock and the export of concrete blocks manufactured at the Energy Park.

### **District Heat and Private Wire Networks (DHPWN)**

1.4.1.9 The Project will include two district heat and private wire networks to deliver heat and power to future developments. This may include a potential new housing development to the south of the Project, a new hospital site and the North Lincolnshire Council offices in Scunthorpe (Figure 3 – Appendix A).

## **THE PURPOSE AND STRUCTURE OF THIS DOCUMENT**

1.4.1.10 The purpose of this document is to provide information on the consents and licences (other than those that would be provided by the DCO) that are or may be required under other legislation for the construction and operation of the Project.

1.4.1.11 This document lists the type of consent/licence required, the relevant consenting body, any agreement that has been reached with that body, actions to be undertaken and the status of the relevant application (e.g., whether the consent/licence has been granted or the anticipated application submission date).

1.4.1.12 This document will be updated, if required, during the application process.

1.4.1.13 The relevant consents and licences that are required are listed in Section 2.

## 2. SUMMARY OF OTHER CONSENTS AND LICENCES LIKELY TO BE REQUIRED

### 2.1 Other Consents and Licences

2.1.1.1 Table 2.1 below lists the type of consent or licence required, the relevant consenting body, any agreement that has been reached with that body, actions to be undertaken and the status of the relevant application (e.g., whether the consent or licence has been granted or the anticipated application submission date).

**Table 2.1: Other Consents and Licences**

No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
1	Connection Agreement for connection to the 132kV electricity distribution network.	Northern Power Grid	This will be a cable connection and the works off site will be carried out by Northern Power, who will use their regulatory powers or obtain planning approval to undertake the works as necessary.	Connection offer received. <u>Revised offer awaited.</u>	N/A
2	Connection Agreement for connection to local gas distribution network.	Cadent	Required for possible gas connection. This will be an underground pipeline connection and the works will be carried out by Cadent, who will use their regulatory powers or obtain planning approval to undertake the works as necessary.	Negotiations ongoing with gas supplier.	TBA
3	Pipeline Safety Notification - The Pipeline Safety Regulations 1996 (Regulation 20)	The Health and Safety Executive (HSE)	Required in connection with the Proposed Gas Connection. HSE must be notified a minimum of 6 months prior to commencement of construction of the Proposed Gas Connection.	The Applicant to notify HSE of on-plot gas pipeline work.	TBA
4	Gas Safety Case – The Gas Safety (Management) Regulations 1996 (Regulation 3)	HSE	Required in connection with the Proposed Gas Connection. A safety case must be prepared and submitted to the HSE for approval prior to gas being conveyed. An exemption may apply.	The Applicant to submit Safety Case for HSE approval	

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
5	Any other connections agreements required, e.g, with Severn Trent Water for water supply and removal of aqueous effluent	<p>Severn Trent Water (Foul water connection)</p> <p>Anglian Water (Potable Water connection)</p> <p>Internal Drainage Board (Surface Water discharge to watercourses)</p>		<p>Connection offer received for potable water</p> <p>Foul Water connection agreement ongoing. Severn Trent undertaking modelling exercise</p> <p>IDB consulted as part of DCO process</p>	<p><a href="#">For Severn Trent and Anglian Water, application submission prior to start of construction.</a></p> <p><a href="#">For Internal Drainage Board, consent applications will be determined by the IDB under the Land Drainage Act 1991. They require both temporary and permanent works applications and the IDB has a statutory 2 month determination period from the day on which the application is made or when the application fee (£50 per application or as prescribed) is discharged, whichever is later.</a></p>
6	Environmental Permits - The Environmental Permitting (England	Environment Agency (EA) for Part A(1) activities.	Environmental permits are required for the operation of the plant(s).	Some early initial discussions have been held but the formal process has not been initiated	Permit to be in place and pre-operational conditions discharged

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
	and Wales) Regulations 2016 (as amended)	Local Authority for Part A(2) and Part b listed activities.	Depending on how the plants are to be operated, multiple permits may be required, each from the appropriate regulator. Applicable risk assessments and management plans (e.g. noise, odour, fire prevention) will need to be included as part of a permit application. End-of-waste tests and energy recovery efficiency (R1) for the waste recovery plant will be key aspects to be demonstrated.  Activities will also have to demonstrate they meet Best Available Techniques (BAT) and operate in accordance with applicable BAT conclusions.		(where relevant) ahead of commissioning
7	Electricity Generation Licence - Section 6 of The Electricity Act 1989 (licences authorising supply, etc.).	Office of Gas and Electricity Markets (OFGEM).			<del>To be applied for post DCO consent.</del>
8	Protected Species Licence under the Conservation of	Natural England (NE).	A great crested newt development licence will be sought to permit activities that risk damaging great crested newts and/or their aquatic	No action required at present.	A great crested newt licence would be sought during the construction phase.

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
	Habitats and Species Regulation 2017.		and terrestrial habitats. Ponds requiring removal within the Energy Park Land and ponds located within 0.25 km of the Railway Reinstatement Land will be resurveyed prior to the construction phase and action taken to acquire a traditional licence or to proceed under a district level licence.		
9	Class Protected Species Licence under the Wildlife and Countryside Act 1981 (as amended) Section 10(3)(c)	NE.	Works impacting suitable water vole habitat (if determine to have water voles present during repeated surveys) will be conducted under an ecologist's individual's class licence for water vole. Current surveys indicate no water vole presence within proposed construction areas, however there is potential for water vole to colonise additional ditches within the Energy Park Land.	No action required at present.	Works undertaken under an existing water vole class licence would be carried out during the construction phase.
10	Badger licence under the Protection of Badgers Act 1992.	NE.	Badger setts at risk of being damaged or destroyed by the Project will be subject to repeated survey and monitoring to determine badger use and sett type. If setts are deemed active and construction activities cannot	No action required at present.	A badger licence would be sought during the construction phase.

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
			mitigate appropriate for potential impacts, a licence will be required to enable the temporary/permanent closure of badger setts.		
11	Building Regulations Approval - The Building Regulations 2010 (as amended)	North Lincolnshire Council (NLC).	Required in respect of buildings and structures forming part of the Project.	No action required at present.	Buildings Regulations Approval would be sought prior to and during the construction phase.
12	Bespoke permit for discharge to surface water - The Environmental Permitting (England and Wales) Regulations 2016 as amended for dewatering during excavations	EA.	If foundations are being excavated, then in places with high-water table, dewatering could be required. This will only require a bespoke permit from EA if the method does not comply with their regulatory position statement and lasts for more than 3 months.	No action required at present. This would be sought prior to construction if required by the EPC contractor.	The EA specify that the application should not be earlier than 3 months prior to when it is required during construction.
13	Environmental Permits - The Environmental Permitting (England and Wales) Regulations 2016 (as amended)	EA for flood risk activities.	An Environmental Permit will be required for construction activities proposed at or 16m from an EA main river (River Trent) or existing flood defence, as well as activities in the floodplain.	No action required at present. This would be sought prior to construction if required by the EPC contractor.	The EA indicate that normally a decision is provided within 2 months if the application relates only to flood risk activities and 4 months if for combined activities (such as flood risk and

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
					water discharge activity).
14	Land Drainage Consent from the IDB to discharge into their controlled network (IDB byelaws) Sections 23 and 66 of The Land Drainage Act 1991	IDB - Scunthorpe & Gainsborough Water Management Board	The prior written consent of the IDB is required for the introduction of any water into the District drainage system whether directly or indirectly.		Application submission prior to start of construction.
15	Land Drainage Consent from the IDB for physical works affecting their controlled network (IDB byelaws) Sections 23 and 66 of The Land Drainage Act 1991	IDB - Scunthorpe & Gainsborough Water Management Board	The prior written consent of the IDB is required for any works within or modification of the District drainage system whether directly or indirectly.		Application submission prior to start of construction.
16	Agreement under Section 278 Highways Act for the carrying out of works to the public highway	NLC	Required to allow the carrying out of any works to the public highway that are not under the highway works powers included in the DCO.		Application submission prior to start of construction.
17	Temporary Traffic Regulation Order (TTRO)	NLC	May be required to allow traffic management e.g. in respect of creating new access or to minimise queueing / prevent	No action required at present.	TTRO would be sought once the number and nature of TTROs is established following

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
			certain turns during the construction period.  The need will be determined by the EPC contractor.		appointment of the EPC contractor.
18	Traffic Regulation Order (TRO)	NLC	Required for works that will permanently affect the highway.	No action required at present.	TRO would be sought in advance of any such permanent works.
19	Permit for Transport of Abnormal Loads - The Road Vehicles (Authorisation of Special Types) (General) Order 2003 or The Road Traffic Act 1988	Vehicle Certification Agency (VCA) (the Executive Agency of the Department for Transport), National Highways (formerly Highways England) and NLC as the local highway authority.	The need will be determined by the EPC contractor. Details for the management of Abnormal Loads and Abnormal Indivisible Loads (AILs) are secured within the 'Construction traffic management and travel planning' requirement in Schedule 10 of the draft DCO ( <b>Document Ref 2.1</b> ).	No action required at present.	A permit(s) would be sought once the number and type of Abnormal Loads and AILs has been established following appointment of the EPC contractor.
20	Authorisation of new/increased vessel traffic in River Trent	ABP Humber	Harbour Authority Legislation - ABP Humber	TBC with ABP Humber (not traditional marine works licence in this instance)	TBA

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
			Marine Works and Guidance Notes - ABP Humber		
21	Notification of Construction Works - The Construction (Design and Management) Regulations 2015	HSE.	HSE should be notified in writing prior to the start of construction work using the HSE F10 Form.	Submitted prior to appointment of the EPC contractor by the Applicant.	HSE will be notified prior to the commencement of the start of construction.
22	Construction Noise Consent - Section 61 of The Control of Pollution Act 1974	NLC.	May be required during construction of the Project for certain activities.	No action required at present.	Would be applied for prior to the start of construction, or prior to specific construction activities, if required.
23	Fire Notice - The Regulatory Reform (Fire Safety) Order 2005.	Local fire and rescue authority.	Required in respect of work on construction sites.	No action required at present.	Would be applied for prior to the start of construction, if required.
24	Greenhouse Gas Permit - Greenhouse Gas Emissions Trading Scheme Regulations 2012	EA.	Required for the emission of carbon dioxide from the Project.	New permit required.	Application submission prior to commissioning of the plant.
25	Hazardous Substances Consent - Sections 4 and 6 of The Planning (Hazardous Substances) Act 1990 & Schedule 1	NLC.	Unlikely to be required due to the nature, amounts and concentrations of substances stored on site. A comparison of the substances on Site with the thresholds in the regulations is provided in Table 4.1 in the Design	Hazardous Substances Consent application to be prepared for submission to NLC in the unlikely event it is required.	

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
	of The Planning (Hazardous Substances) Regulations 2015		and Access Statement ( <b>Document Reference 5.3</b> ).		
26	Licence as a waste carrier, broker or dealer.	EA.	<p>Upper tier registration may be required. Registration is required if the following are carried out:</p> <ul style="list-style-type: none"> <li>■ transports waste (a carrier)</li> <li>■ buys, sells or disposes of waste (a dealer)</li> <li>■ arranges for someone else to buy, sell or dispose of waste (a broker).</li> </ul> <p>Waste duty of care: Code of practice should be adhered to if the Applicant imports, produces, carries, keeps, treats, disposes of or, as a dealer or broker has control of, certain waste in England or Wales.</p>	No action required at present.	Registration would be sought prior to the carrying, brokering or dealing of waste.
27	Safety <a href="#">certificate / authorisation</a>	Office of Rail & Road		Post-consent	Post-consent / post-construction
28	Facility Access Agreement	Office of Rail & Road	<p><a href="#">1. With Vossloh Cogifer for access over Dragonby Sidings</a> <a href="#">With any train operator wishing to move trains over The Applicant's own</a></p>	Being drafted	Post-consent + 6 months

**Deleted:** of rail infrastructure prior to opening

**Deleted:** with Vossloh Cogifer for access over Dragonby Sidings and Network Rail Connection

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No.	Consent/Licence	Relevant Body	Comments/Agreements	Status/Action	Anticipated Onward Timescales / lead in times
			<a href="#">rail infrastructure (i.e. the Flixborough Branch and the new ERF rail terminal)</a>		
29	Network Licence	Office of Rail & Road		<a href="#">Licence exemption to be sought for section of railway from Vossloh Cogifer to Flixborough Wharf (as not in BR operation in 1994)</a> <a href="#">Network Licence to be sought for new section of railway from Flixborough Wharf south to include entire ERF railhead.</a>	Post-consent + 12 months
30	Development Services Agreement / Asset Protection Agreement for DHN under-track crossing of Network Rail main line infrastructure	Network Rail		Basic Services Agreement being drafted with NR, scope will include developing approach for DSA/APA	3-6 months to draft BSA/APA

**Deleted:** [Will be seeking exemption from need to hold Network Licence]

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## APPENDIX A

Date: ~~May 2022~~ March 2023

**North Lincolnshire Green Energy Park**

**Title** Figure 1  
Site Location

**Client Information**

**Client** North Lincolnshire Green Energy Park Ltd  
**PINS Proj No** 010116  
**Date** 15/03/2022  
**Drawn by** MTC  
**Checked by** NW  
**Version** PO

**Map Information**

**CRS EPSG** 27700  
**CRS Name** British National Grid  
**Scale** 250,007  
**ArcMap File** \\UKSSMBNAF-

INTRODUCTION\_ES\_SiteLocation\_A01

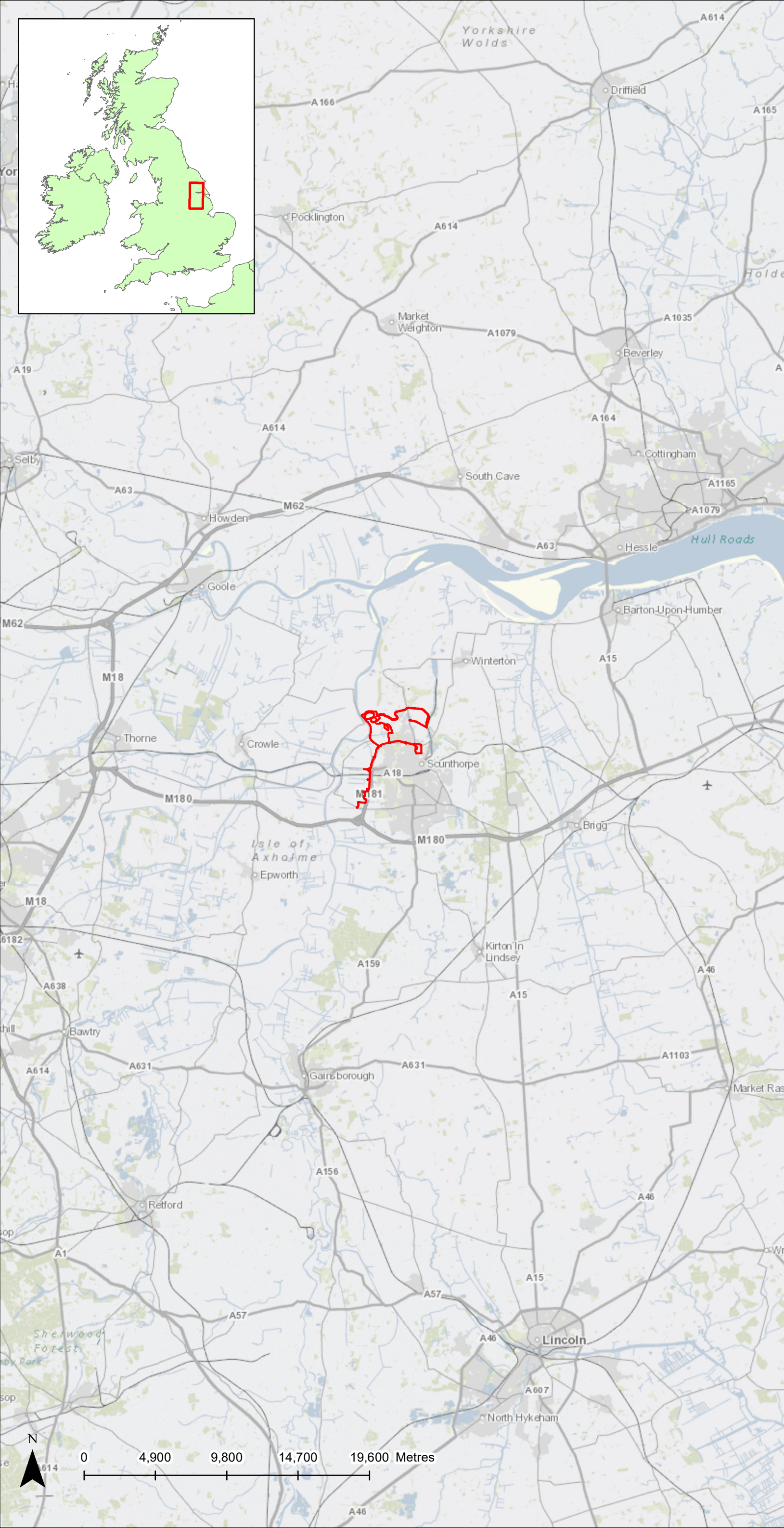
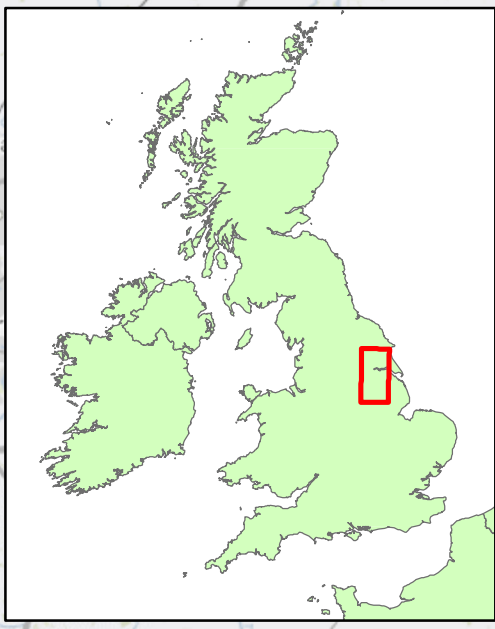
**Legend**

Order Limits

**Layer Source Information**

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**North Lincolnshire Green Energy Park**

**Title** Figure 2  
Application Boundary

**Client Information**

**Client** North Lincolnshire Green Energy Park Ltd  
**PINS Proj No** EN010116  
**Date** 15/03/2022  
**Drawn by** MTC  
**Checked by** NW  
**Version** P0

**Map Information**

**CRS EPSG** 27700  
**CRS Name** British National Grid  
**Scale** 25,001  
**ArcMap File** \\UKSSMBNAF-

INTRODUCTION\_ES\_SiteBoundary\_A01

**Legend**

Order Limits



\*Not all laydown areas are shown on the plan. Where laydown areas would be located within the footprint of the the building to be constructed, they have been omitted from the plan to improve clarity.

**Layer Source Information**

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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**North Lincolnshire Green Energy Park**

**Title** Figure 3  
Project Elements

**Client Information**

**Client** North Lincolnshire Green Energy Park Ltd  
**PINS Proj No** EN010116  
**Date** 15/03/2022  
**Drawn by** MTC  
**Checked by** NW  
**Version** P0

**Map Information**

**CRS EPSG** 27700  
**CRS Name** British National Grid  
**Scale** 25,001  
**ArcMap File** \\UKSSMBNAF-

INTRODUCTION\_ES\_ProjectElements\_A01

**Legend**

- Order Limits
- Demolition
- Existing Port
- Areas for Potential Future Mitigation
- Surface Access
- Utilites
- Temporary Construction Haul Road
- Non-motorised Paths with Landscape Planting
- Construction Laydown (Indicative Size / Location)\*
- Construction Laydown Limits of Deviation
- Flood Management
- Wetland / SuDs
- Landuse**
- Sub Station
- Carbon capture and associated curtilage landscape
- EFW and associated curtilage landscape
- Visitor Centre
- Concrete manufacturing and plastic recycling facility with associated curtilage landscape
- Gas AGI and associated curtilage landscape
- Energy storage and refueling station and associated curtilage landscape
- Flood Defence Bund
- Railway Reinstated**
- Dragonby Siding Expansion
- Railhead
- Railspur Upgrade

\*Not all laydown areas are shown on the plan. Where laydown areas would be located within the footprint of the the building to be constructed, they have been omitted from the plan to improve clarity.

**Layer Source Information**

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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