



NORTH LINCOLNSHIRE GREEN ENERGY PARK

Planning Act 2008

Infrastructure Planning
(Applications Prescribed
Forms and Procedure)
Regulations 2009

APFP Regulation 5(2)(a)

Infrastructure
(Environmental Impact
Assessment)
Regulations 2017

North Lincolnshire Green Energy Park

Volume 6

6.3.8 Annex 8 – Operational
Environmental Management Plan

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Acronyms and Abbreviations

| Name | Description |
|-----------------|-----------------------------------------------|
| AGI | Above Ground Installations |
| CBMF | Concrete Block Manufacturing Facility |
| CCUS | Carbon Capture, Utilisation And Storage |
| CO ₂ | Carbon Dioxide |
| DCO | Development Consent Order |
| DHPWN | District Heating and Private Wire Network |
| EA | Environment Agency |
| EMS | Environmental Management System |
| EP | Environmental Permit |
| ES | Environmental Statement |
| ERF | Energy Recovery Facility |
| EV | Electric Vehicle |
| H ₂ | Hydrogen |
| NLC | North Lincolnshire Council |
| NLGEP | North Lincolnshire Green Energy Park |
| NLGEPL | North Lincolnshire Green Energy Park Limited |
| NSIP | Nationally Significant Infrastructure Project |
| OEMP | Operational Environmental Management Plan |

| | |
|------|-----------------------------------------|
| PRF | Plastic Recycling Facility |
| RHTF | Residue Handling and Treatment Facility |
| SuDS | Sustainable Drainage Systems |
| UK | United Kingdom |

1. INTRODUCTION

1.1 Project Overview

- 1.1.1.1 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 (CO₂) prior to emission into the atmosphere.
- 1.1.1.2 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.
- 1.1.1.3 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 (H₂) 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 6 km 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.

- 1.1.1.4 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.
- 1.1.1.5 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.
- 1.1.1.6 The overarching aim of the Project is to support the United Kingdom's (UK) 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).

1.2 Purpose of this Document

- 1.2.1.1 This document outlines the context, scope, and content of a future Operational Environmental Management Plan (OEMP). The OEMP, or relevant parts thereof, will be prepared by NLGEPL and submitted to North Lincolnshire Council (NLC) for approval in advance of any operations commencing in any part of the Energy Park phase of the Project.

2. CONTEXT FOR THE OEMP

2.1.1.1 An Environmental Permit (the EP) will be required under the Environmental Permitting (England and Wales) Regulations 2016 to operate the ERF and related aspects of the Project such as the carbon capture plant. The EP will have its own management and monitoring requirements set by the Environment Agency (EA) and will require an Environmental Management System (EMS) to be in place (most likely to ISO14001 equivalent, if not actually certified). The EP would require a 'Technically Competent' person to be appointed to oversee the permit. Most environmental mitigation relating to specific aspects of operation will therefore be secured through the EP. The EMS will include as necessary:

- an Odour Management Plan;
- a Noise Management Plan; and
- a Pest Management Plan.

2.1.1.2 In accordance with paragraph 4.11.5 of the National Policy Statement EN-1, the Applicant has not sought to duplicate the controls secured by the environmental permitting regime. However, there are other aspects of operating the Energy Park with potential for environmental impacts that fall outside the remit of the EP. Therefore, additional management, monitoring and reporting measures will be required, together with a means for their delivery: the OEMP.

2.1.1.3 Some typical examples of matters that will not fall within the scope of the EP EMS, but which will need to be addressed by the OEMP are:

- maintenance of surface run-off and drainage infrastructure;
- water use;
- disposal of aqueous effluents;
- delivery, handling, and storage of hazardous materials (e.g. fuel oil) on site;
- spill prevention and response;
- vehicle access to, within and from the site;
- noise controls, especially during offloading of trains at the rail head and vessels at the wharf; and
- solid waste management.

2.1.1.4 It should be noted that there will be other operational management plans associated with flood risk (Evacuation Route Plan and Flood Resilience Implementation Plan), traffic (Travel Plan) and landscape and biodiversity (Landscape and Biodiversity Management and Monitoring Plan), which are secured by other Requirements in the Development Consent Order (DCO) (**Document Reference 2.1**).

3. SCOPE AND CONTENT OF THE OEMP

3.1.1.1 The OEMP will provide an overview of potential environmental impacts of the Energy Park during its operational phase, describe the management and mitigation measures required to protect the environment and sensitive receivers, both on and off site, and measures to minimise potential adverse impacts on people and the environment.

3.1.1.2 The OEMP will therefore provide the following.

- *An overview of the Project operations:* the overview will distinguish between operations according to their purpose and location within the Order Limits, acknowledging that different activities have different potential impacts and can affect different receptors.
- *Regulatory requirements:* the OEMP will set out the relevant environmental legislation and NLGEP policies for the operational phase of the Energy Park, with reference also to the relevant DCO Requirements, the requirements stemming from other Consents and Licences (**Document Reference 5.8**), and commitments made in the Environmental Statement (ES) and other DCO documentation.
- *Implementation of mitigation:* the OEMP will describe in detail the means of implementing the mitigation measures for key environmental issues. This may involve the development of supplementary Environmental Management Plans (e.g. waste management plan, noise management plan).
- *Roles and responsibilities:* the OEMP will define the roles and responsibilities of the NLGEPL operational team.
- *Plan interfaces:* the OEMP will describe how it aligns and interfaces with other operational plans such as the EP, EMS and the Landscape and Biodiversity Management and Monitoring Plan (LBMMP).
- *Regulator and stakeholder liaison:* the OEMP will set out the procedures for the interaction with relevant local and national government authorities, other relevant stakeholders (including neighbouring businesses), and the local communities during the operational phase of the Project.
- *Monitoring and reporting:* the OEMP will detail the basis for monitoring (including monitoring programmes and methods), reporting, and demonstrating compliance with relevant environmental legislation, NLGEP policies, the relevant DCO Requirements, the requirements contained in other Consents and Licences, and commitments made in the ES and other DCO documentation.
- *Audit and inspection:* the OEMP will set out a programme of audits and inspections, including periodic independent reviews.
- *Plan review and continuous improvement:* The OEMP will be a living document and it will set out how the overarching OEMP and its supplementary Environmental Management Plans will be reviewed and updated, where necessary, to reflect changes introduced by the

NLGEP operational team, site-specific outcomes, changes in operational procedures, non-conformances and recommendations arising out of inspections, meetings, and audits.

4. OPERATIONAL COMMITMENTS

4.1.1.1 The following table sets out a record of the environmental commitments that have been deemed necessary pursuant to the Environmental Statement (**Document Reference 6.1**) and that relate to the operation of the Project, which must be incorporated into the OEMP. It should be noted that some measures listed in the following table apply to both construction and operation, hence the reference in some instances to a construction phase plan as the securing mechanism.

Table 1: Summary of Mitigation Measures and Securing Mechanisms During Operation

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
|-----------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------------|------------------------|
| Chapter 5 – Air Quality | | | | | |
| Section 7.2, Paragraph 7.2.1.1 | Air quality | The ERF is designed with Best Available Technique abatement systems for reducing emissions to air. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Air quality combustion products | The stack heights for the ERF, backup generator and boilers are designed to disperse emissions sufficiently to avoid unacceptable impacts on air quality at sensitive human and ecological receptors. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | No outdoor storage of waste. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | Rail: Deliveries of waste will be in sealed containers. Upon delivery, the containers will be taken to the tipping hall and emptied. During this process, full containers will not be stored on site. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | Ship: Deliveries of waste will be in sealed containers. Upon delivery, the containers will be taken to the tipping hall and emptied. During this process, full containers will not be stored on site. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | Road: Baled waste will be delivered in curtain sided trucks. Waste will be tipped directly in the tipping hall and will not be stored on site. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
|-----------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------------|------------------------|
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | The tipping hall will be kept under negative pressure and air will be drawn through the process thereby destroying odours. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | Refuse Derived Fuel (RDF) deliveries will be containerised, wrapped or baled, minimising odour during handling. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | RDF will be stored under cover under negative pressure, minimising odour generation and escape. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | At any one time, only one line of three will be off-line for maintenance, meaning that RDF will not be stored for long periods on site. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - odour | An odour management plan will be produced as part of the Environment Permit. The function will be to maintain a record of any issues or complaints arising with odour and, if required, monitoring and reporting. | NLGEPL | DPCD, EP/OEMP | 5.12 / 6.3.8 / 2.1 |
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - dust | The handling of bottom ash and production of concrete will be undertaken in an enclosed environment with the buildings under negative pressure, minimising dust generation and escape. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
|-----------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------------|------------------------|
| Section 7.2, Paragraph 7.2.1.1 | Fugitive emissions - dust | Flue Gas Residue will be handled in an enclosed process minimising the opportunity for dust generation and escape. | NLGEPL | DPCD, EP/OEMP DCO Requirements 3 And 4 | 5.12 / 6.3.8 / 2.1 |
| Section 7, Paragraph 7.1.1.1 | Energy efficiency | An efficient combined heat and power design for the ERF to recover electricity and heat from the combustion of the RDF. This greatly increases the overall efficiency of energy recovery from the ERF and maximises the displacement of energy produced from fossil fuels. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Section 7, Paragraph 7.1.1.1 | Greenhouse gas (GHG) emissions | Recovery of ferrous and non-ferrous metals from the bottom ash will avoid GHG emissions from the extraction and production of virgin metals. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Section 7, Paragraph 7.1.1.1 | GHG emissions | Materials recovered from the bottom ash and FGTr as substitutes for virgin aggregates will be used to produce concrete blocks, avoiding the GHG emissions from the extraction of virgin aggregates. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Section 7, Paragraph 7.1.1.1 | GHG emissions | Carbon capture technology will be used on the Project to capture and utilise up to 7.5% of CO ₂ from the ERF flue gases. Subsequently, this will either be mineralised as carbonates within aggregates or sent for utilisation off-site. This captured CO ₂ represents a reduction in the total net GHG emissions from the Project. The Department for Business, Energy and Industrial Strategy (BEIS) award to the East Coast Cluster for carbon storage could increase the carbon capture up to 90% of the emitted CO ₂ once the pipeline is consented and commissioned. The proposed pipeline passes within the redline boundary of the Project. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
|-----------------------------------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------------------|------------------------|
| Section 7, Paragraph 7.1.1.1 | GHG emissions | The development and use of rail and ship transportation to bring RDF, transport captured CO ₂ and other materials to and from the site offers the potential for reductions in GHG emissions compared to transport by road. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Chapter 7 – Noise | | | | | |
| Section 7.3, Section 7.3.1.1 | Operational noise pollution | A noise management plan will be formulated in order to keep delivery noise (e.g. use of tonal reversing alarms, doors opening/closing, use of at-source mitigation such as exhaust silencers and enclosed engine compartments) to an acceptable minimum. . | NLGEPL | OEMP DCO Requirement 4 | 6.3.8 / 2.1 |
| Applicant's Responses to the Second Written Questions (ExQ2) REP6-032 | Operational noise pollution | There will be no loading or unloading activities by the Project at the wharf or railhead during night-time hours (11:00 pm to 07:00 am). | NLGEPL | OEMP DCO Requirement 4 | 6.3.8 / 2.1 |
| 9.2.1.3 | Operational noise pollution | A noise management plan will be developed and agreed with NLC, and will be implemented before the development becomes operational. The purpose of the plan 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. The noise management plan will focus on: fixed plant and machinery in buildings; loading and unloading operations at the wharf and railhead; and ongoing monitoring and management measures. | NLGEPL | OEMP and EP DCO Requirement 4 | 6.3.8 / 2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
|-----------------------------------------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------------------|------------------------|
| 9.2.1.3 | Operational noise pollution | <p>Fixed Plant Detailed Design (Detailed design and commissioning stage)</p> <p>Noise from the fixed plant will not exceed the noise limit set out in Table A and where practicable will be below these levels. This will be achieved through the following measures which will be carried out during detailed design and commissioning.</p> <ul style="list-style-type: none"> Detailed noise modelling will be carried out of the final design to confirm that the fixed plant is predicted to achieve the noise limits set out in Table A. This will be used to inform the process of equipment procurement. During procurement, test data for fixed equipment and building elements will be reviewed to confirm that the level of noise from each item of significant noise emitting equipment is either no higher than the level included in the noise model or, taken in combination, would not lead to predicted exceedances of the noise limits set out in Table A and where practicable would be below these levels. A process to identify equipment with potentially distinctive noise characteristics will be carried out based on test data and commissioning measurements and alternatives/mitigation considered if necessary. During commissioning, noise measurements will be carried out to confirm that the level of noise from each item of significant noise emitting equipment is either no higher than the level included in the noise model or, taken in combination, would not lead to predicted exceedances of the noise limits set out in Table A and where practicable would be below these levels. A commissioning survey will be carried out in accordance with BS 4142, to demonstrate that noise from the fixed plant does not exceed the noise limits set out in Table A. Noise measurements will be carried out at positions representative of the receptors set out in Table A. Following the guidance in BS 4142, if significant sources of extraneous noise are present, further noise measurements may be necessary to minimise the influence of extraneous noise, e.g. measurements carried out at night or | NLGEPL | OEMP and EP DCO Requirement 4 | 6.3.8 / 2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference | | | | | | | | | | | | | | | | | | |
|-----------------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------|------------------------|-----------|-----------|------------|------|----------|--------|--------------------------------------------------------|--|--|---|----------------------|-------|----|----|----|--|--|--|
| | | <p>monitoring close to equipment followed by predicting noise at receptors. If noise levels are higher than the noise limits set out in Table A, mitigation measures will be adopted to ensure these levels are met.</p> <ul style="list-style-type: none"> A fixed plant noise performance report will be provided to the relevant authority for approval in writing. The report will set out the method and the results of the detailed noise modelling, review of equipment noise data and the results of the noise monitoring to demonstrate compliance with the noise limits. <p>Table A: Noise Limits for Fixed Plant (These noise levels are lower than those presented in Table 19 of ES Chapter 7 largely because they do not include noise from a vessel berthed at the wharf).</p> <table border="1" data-bbox="620 715 1377 930"> <thead> <tr> <th colspan="3">Receptor</th> <th>Charmaine</th> <th>Inglenook</th> <th>Neap House</th> </tr> <tr> <th>Item</th> <th>Activity</th> <th>Period</th> <th colspan="3">Noise Limit, LA,Tr dB, in accordance with BS 4142:2014</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Fixed plant only (1)</td> <td>Night</td> <td>41</td> <td>38</td> <td>38</td> </tr> </tbody> </table> | Receptor | | | Charmaine | Inglenook | Neap House | Item | Activity | Period | Noise Limit, LA,Tr dB, in accordance with BS 4142:2014 | | | 1 | Fixed plant only (1) | Night | 41 | 38 | 38 | | | |
| Receptor | | | Charmaine | Inglenook | Neap House | | | | | | | | | | | | | | | | | | |
| Item | Activity | Period | Noise Limit, LA,Tr dB, in accordance with BS 4142:2014 | | | | | | | | | | | | | | | | | | | | |
| 1 | Fixed plant only (1) | Night | 41 | 38 | 38 | | | | | | | | | | | | | | | | | | |
| | Operational noise pollution | <p>Noise Management Plan to Control Noise from Loading and Unloading Activities (Procurement (pre-commissioning stage))</p> <p>Measurements of candidate unloading equipment will be carried out during procurement to demonstrate the sound power levels assumed in Tables 8 to 11 in Appendix C of ES Chapter 7 are not exceeded. Measurements during loading/unloading cycles will be included to provide robust, realistic results.</p> <p>Further mitigation measures (i.e. beyond those assumed in this ES noise assessment) will be explored, to minimise noise during unloading events as far as practicable. Examples (not exhaustive) of the measures which may be feasible / practicable and which will be explored are listed below:</p> <ul style="list-style-type: none"> Tugmaster (used to move waste between quay/railhead and tipping hall) | NLGEPL | OEMP and EP DCO Requirement 4 | 6.3.8 / 2.1 | | | | | | | | | | | | | | | | | | |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
|-----------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------|------------------------|
| | | <ul style="list-style-type: none"> ○ Electric options are available. • Reach stacker <ul style="list-style-type: none"> ○ Hybrid or fully electric options are available. ○ Soft landing systems. Software/sensor based systems to minimise impact noise by automatically slowing the lowering speed close to a container. • Crawler crane <ul style="list-style-type: none"> ○ Management measures – e.g. reduce speed of putting down a container, driver training. • All above unloading equipment <ul style="list-style-type: none"> ○ Additional shielding around drive train (often stripped down at ports). ○ Exhaust silencers. ○ Driver training (low noise (eco) driving). • Container ship <ul style="list-style-type: none"> ○ Management measures e.g. avoid use of loud speaker. ○ Investigate use of shore power. Infrastructure could be implemented at quay to enable shore power. However, benefits would depend on 3rd party vessels being able to take advantage of it which is understood not to be widespread at present. <p>Upon completion, a report detailing the results of the measurements and comparing them to the sound power levels assumed in Tables 8 to 11 in Appendix C of this ES Chapter 7 will be submitted to the relevant authority for approval in writing.</p> | | | |
| 9.2.1.3 | Operational noise pollution | <p>Ongoing monitoring and management measures</p> <p>Once operational, noise from the site, including from the fixed plant and from loading and unloading operations will be monitored to ensure they comply with the noise limits set out in Table B. The following monitoring and management measures will ensure that noise from the operation of the Project is minimised and as a minimum, exceedances of the</p> | NLGEPL | OEMP and EP DCO Requirement 4 | 6.3.8 / 2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|--------------------|------------------------|--|--|-----------|-----------|------------|------|----------|--------|---------------------------------------------------------------------|--|--|---|------------------|-------|----|----|----|---|--------------------------------------------------------|-------------|----|----|----|---|---------------------------------------------------------------------------------------------------|-----|-------------------|----|----|--|--|
| | | <p>predicted levels set out in Table B are identified and addressed in a timely fashion.</p> <ul style="list-style-type: none"> Regular (twice a year) noise monitoring in Amcotts to identify any activities which result in noise levels above the noise limits set out in Table B, including attended noise measurements where it is necessary to identify the contribution of certain activities such as loading and unloading noise levels. Following the guidance in BS 4142, if significant sources of extraneous noise are present, further noise measurements may be necessary to minimise the influence of extraneous noise or monitoring close to equipment followed by prediction of noise at receptors.; Investigation of noise complaints and monitoring as required to identify potential causes and solutions; and. Regular visual monitoring/audit of equipment to ensure noise control equipment (covers/enclosed engine compartments/louvres/exhaust silencers/non-tonal reversing alarms etc) are maintained in good condition. <p>The results of the monitoring and management measures will be reported to the relevant authority annually.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <p>Table B: Activity Noise Limits from the Proposed Development (1)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th colspan="3">Receptor</th> <th>Charmaine</th> <th>Inglenook</th> <th>Neap House</th> </tr> <tr> <th>Item</th> <th>Activity</th> <th>Period</th> <th colspan="3">Noise Limit, L_{Ar,Tr} dB, in accordance with BS 4142:2014</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Fixed plant only</td> <td>Night</td> <td>41</td> <td>38</td> <td>38</td> </tr> <tr> <td>2</td> <td>Situation without unloading (as per paragraph 8.5.1.7)</td> <td>Day / Night</td> <td>42</td> <td>39</td> <td>38</td> </tr> <tr> <td>3</td> <td>Unloading ⁽²⁾ RDF at wharf (including other activity on-site as per paragraph 8.5.1.3)</td> <td>Day</td> <td>54 ⁽³⁾</td> <td>43</td> <td>40</td> </tr> </tbody> </table> | | | Receptor | | | Charmaine | Inglenook | Neap House | Item | Activity | Period | Noise Limit, L _{Ar,Tr} dB, in accordance with BS 4142:2014 | | | 1 | Fixed plant only | Night | 41 | 38 | 38 | 2 | Situation without unloading (as per paragraph 8.5.1.7) | Day / Night | 42 | 39 | 38 | 3 | Unloading ⁽²⁾ RDF at wharf (including other activity on-site as per paragraph 8.5.1.3) | Day | 54 ⁽³⁾ | 43 | 40 | | |
| Receptor | | | Charmaine | Inglenook | Neap House | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Item | Activity | Period | Noise Limit, L _{Ar,Tr} dB, in accordance with BS 4142:2014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Fixed plant only | Night | 41 | 38 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Situation without unloading (as per paragraph 8.5.1.7) | Day / Night | 42 | 39 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Unloading ⁽²⁾ RDF at wharf (including other activity on-site as per paragraph 8.5.1.3) | Day | 54 ⁽³⁾ | 43 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | | | | Responsibility | Securing Mechanism | DCO Document Reference |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------------|----------------------------------------------------------------------------------------------------------------|-----|-------------------|-------------------|--------------------|------------------------|
| | | 4 | Unloading ⁽²⁾ RDF plant at the wharf in isolation | Day | 51 | 39 | 35 | |
| | | 5 | Unloading aggregate at the wharf (including other activity on-site as per paragraph 8.5.1.4) | Day | 52 ⁽³⁾ | 42 | 40 | |
| | | 6 | Unloading ⁽²⁾ aggregate plant at the wharf in isolation | Day | 48 | 38 | 33 | |
| | | 7 | Unloading ⁽²⁾ RDF at railhead (including other activity on-site as per paragraph 8.5.1.5) | Day | 48 | 49 ⁽³⁾ | 43 | |
| | | 8 | Unloading ⁽²⁾ RDF plant at the railhead in isolation | Day | 45 | 45 | 40 | |
| | | 9 | Unloading ⁽²⁾ aggregate at the railhead (including other activity on-site as per paragraph 8.5.1.6) | Day | 49 | 46 | 43 | |
| | | 10 | Unloading ⁽²⁾ aggregate plant at the railhead in isolation | Day | 47 | 44 | 41 | |
| <p>1) It is anticipated that different activities within the proposed development could fall within the remit of different regulatory bodies. Therefore, predicted receptor noise levels from the development for different activities are provided using the noise model developed for the ES.</p> <p>2) Unloading limits would also apply to any loading activities.</p> <p>3) An acoustic feature correction of 3 dB has been included to take account of the unlikely outcome that impulsive noise is audible at the receptor amongst the various equipment and activities that would take place during unloading. A correction of 3 dB(A) has been used on the assumption that is audible, but not</p> | | | | | | | | |

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| | | clearly perceptible. If the correction is not required, then the limit would be lowered by 3dB(A). | | | |
| Chapter 8 – Ground Conditions, Contamination and Hydrogeology | | | | | |
| Section 7.2, Paragraph 7.2.1.3 & Paragraph 7.3.1.1 | Environmental pollution (soil and water) | Materials used, including chemicals, fuels, and oils, will be stored using secondary containment appropriate to the level of risk, to prevent accidental spills/releases to ground. | NLGEPL | OEMP DCO Requirement 4 | 6.3.8 / 2.1 |
| Section 7.3, Paragraph 7.3.1.2 | Environmental contamination (soil and water) | The design of the Project includes measures to contain and control any releases of contaminants to ground and surface and foul drainage network. | NLGEPL | Indicative Surface Water Drainage Plan DCO Requirements 8 and 9 | 6.3.5 / 2.1 |
| Section 7.3, Paragraph 7.3.1.4 | Environmental contamination | Maintenance and operation of the Project will be in accordance with environmental legislation and good practice. | NLGEPL | DPCD, EP DCO Requirement 3 | 5.12 / 2.1 |
| Section 7.3, Paragraph 7.3.1.5 | Ground gas risk to buildings | In the event that ground gas protective measures are required in the design of any buildings, operational monitoring of ground gas would be required as part of system verification. | NLGEPL | OEMP DCO Requirement 4 | 5.12 / 2.1 |
| Chapter 9 – Water Resources | | | | | |
| Section 7, Paragraph 7.1.1.1 | Flood risk | The layout of the Project has been driven by hydraulic modelling to identify the best position to displace flood water, tidal surge and flood defence breach water flows to other areas as much as reasonably possible. The new access road forms an integral | NLGEPL | DPCD, PP, Embedded Works Plans | 5.12 / 4.18 / 4.4 |

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| | | part of flood control using the newly established wetland area for flood retention. | | | |
| Section 7, Paragraph 7.1.1.1 | Flood risk | Flood bunds or flood walls included within the Project to prevent the displacement of flood water to adjacent sites. | NLGEPL | DPCD, PP, Embedded Works Plans | 5.12 / 4.18 / 4.4 |
| SoCG with EA | Flood Risk | Detailed hydraulic flood modelling to be undertaken to confirm development finished floor levels, secondary flood defence levels and culvert sizing. | NLGEPL | DCO Requirement 12 | 2.1 |
| SoCG with EA | Flood Risk | Maintenance of flood risk mitigation measures to be confirmed before authorised development commences. | NLGEPL | DCO Requirement 12 | 2.1 |
| SoCG with EA | Flood Risk | To ensure safety of users of the site, a Flood Management Plan and flood resilience implementation plan will be completed. | NLGEPL | DCO Requirement 12 | 2.1 |
| SoCG with Scunthorpe and Gainsborough Water Management Board | Water Resource / Drainage /Flood Risk | The proposed surface water drainage strategy, and the flood mitigation measures have been designed to include Scunthorpe & Gainsborough Water Management Board's requirements. | NLGEPL | DCO Requirement 8 | 2.1 |
| SoCG with Scunthorpe and Gainsborough Water Management Board | Water Resource / Drainage /Flood Risk | Under the Land Drainage Act 1991, Section 23 and 66 consents will be applied for. The strategy is to discharge to ordinary watercourses across the site. Restricted to rates of 1.4l/s/ha. | NLGEPL | Land Drainage Act 1991 | N/A |
| Section 7, Paragraph 7.1.1.1 and 8.2.4.9 | Water quality | No abstractions or discharges to or from the River Trent. All operational water will be sourced from the mains. The water treatment network has been designed to split up trade effluent and domestic effluent. The trade effluent will be treated and | NLGEPL | DPCD DCO Requirement 3 | 5.12 / 2.1 |

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| | | reused in the various processes on site. An effluent treatment plant facility will be located in the ERF building. This will mean that there is no trade effluent discharge to the public sewer or to the wetland areas. The domestic effluent will discharge to the public sewer as agreed with Severn Trent Water. | | | |
| Section 7, Paragraph 7.1.1.1 | Water quality | Industry best practices will be followed during design and construction of water course crossings to ensure reduced interaction with watercourses. | NLGEPL, Construction Contractor | DPCD, CEMP (see also CoCP) DCO Requirements 3 and 4 | 6.3.7 / 2.1 |
| Section 7, Paragraph 7.1.1.1 | Water quality | Use of oil interceptors within surface water drainage provisions to ensure any surface water contaminated by hydrocarbons will be treated prior to discharge. | NLGEPL | Indicative Surface Water Drainage Plan DCO Requirement 8 | 6.3.5 / 2.1 |
| Section 7, Paragraph 7.1.1.1 | Water quality | Measures taken to reduce leachate, or any surface water potentially contaminated, to enter, directly or indirectly, any watercourse, underground strata or adjoining land. | NLGEPL | Indicative Surface Water Drainage Plan DCO Requirement 8 | 6.3.5 / 2.1 |
| SoCG with Severn Trent Water | Effluent control | The existing sewer network can accept the 0.35l/s of domestic flow based on the removal of the previously discharged trade flow. Trade effluent flow will be reused on site and will not require a discharge to the STW network. | NLGEPL | DCO Requirement 3 | 2.1 |
| Section 7, Paragraph 7.1.1.1 | Water quality | All oil and chemical storage tanks and areas where drums are stored will be surrounded by an impermeable bund. Single tanks will be within bunds sized to contain 110% of capacity and multiple tanks or drums will be within bunds sized to contain the | NLGEPL | OEMP Indicative Surface Water Drainage Plan | 6.3.7 / 6.3.5/ 2.1 |

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| | | greater of 110% of the capacity of the largest tank or 25% of the total tanks' contents. | | DCO Requirements 4 and 8 | |
| Chapter 10 – Ecology and Nature Conservation | | | | | |
| Section 7.1, Paragraph 7.1.1.7 | Habitat loss and degradation | Wherever possible, habitats will be carefully reinstated; if this is not possible, compensatory habitat will be created elsewhere at least equal in area to that lost. | NLGEPL | DPCD, ILBP, LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.2, Paragraph 7.2.2.4 | Habitat loss | Compensatory woodland creation will include planting of a 15 m wide band extending 1 km along the northern side of the railway, to the south and south-east of the town of Flixborough. To aid establishment, where necessary transplants will be protected by stock-proof fencing, rabbit-proof fencing and/or protective guards. | NLGEPL | ILBP, Outline LBMMP DCO Requirements 6 and 7 | 4.10 / 5.7/ 2.1 |
| Section 7.2, Paragraph 7.2.2.7 | Habitat loss | Approximately 600 m of field drains require removal or diversion/culverting to facilitate the development. Habitat loss will be offset through the creation of new swales and ditches within the proposed wetland area. | NLGEPL, | PP, ILBP DCO Requirement 6 | 4.18 / 6.3.7 / 4.10/ 2.1 |
| Section 7.2, Paragraph 7.2.2.8 | Habitat loss | Two surface-water drainage ponds and a large area of pooling water requires removal to facilitate the development. The proposals for wetland creation and SuDS will provide sufficient compensation for the loss of these features. | NLGEPL, | ILBP DCO Requirement 6 | 4.10/ 2.1 |
| Section 7.2, Paragraph 7.2.3.10 | Habitat loss | Habitat clearance will be preserved where possible by minimising working areas. Planned habitat creation and landscape screening, outlined in the indicative Landscape and Biodiversity plan, includes broadleaved woodland, hedgerows, | NLGEPL | DPCD ILBP | 5.12 / 4.10/ 2.1 |

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| | | scrub, grassland, and wetland areas. These measures will provide suitable compensation. | | DCO Requirements 3 and 6 | |
| Section 7.2, Paragraph 7.2.3.11 | Species disturbance | Proposed external artificial lighting, including temporary construction lighting (if works are required at night) and permanent security, operational and road lighting installed within the development will be designed to avoid light spill onto existing commuting corridors and created habitats. | NLGEPL | CEMP (see also CoCP) Indicative Lighting Strategy DCO Requirements 4 and 5 | 6.3.7 / 6.3.4/ 2.1 |
| Section 7.2, Paragraph 7.2.3.18 | Species disturbance | Temporary construction and permanent artificial lighting will avoid excess spillage onto adjacent habitats and badger commuting routes leading from setts to badger tunnels and beyond, with new scrub and tree planting offering additional screening. | NLGEPL | CEMP (PSMP, see also CoCP) Indicative Lighting Strategy DCO Requirements 4 and 5 | 6.3.7/ 6.3.4/ 2.1 |
| Section 7.2, Paragraph 7.2.3.20 | Species harm | Installing a minimum of one suitable badger tunnel beneath the access road and associated commuting routes to mitigate the reduction and fragmentation of foraging habitat. | NLGEPL | CEMP (PSMP, see also CoCP) DCO Requirement 4 | 6.3.7/ 2.1 |
| Section 7.2, Paragraph 7.2.3.28 | Water quality / Fugitive emissions | Pollution mitigation measures will minimise the possibility of dust pollution and fuel/chemical spillage affecting the River Trent during the construction and operational phases. | NLGEPL | OEMP DCO Requirement 4 | 6.3.7/ 2.1 |

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| Section 7.2, Paragraph 7.2.3.29 | Habitat loss | A targeted series of species-specific mitigation measures will be incorporated as part of habitat creation including provision of a mosaic of habitats along the railway line which feature open, sunny areas, bare ground, disturbed ground and grassland and promotion of food plants, including viper's bugloss and common rock rose, for key species identified in the invertebrate survey. | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.3, Paragraph 7.3.1.3 | Habitat loss | Extensive areas (14 ha) of new native woodland will be created on arable farmland within the Railway Reinstatement Land. It will be planted prior to the construction phase, allowing the habitat to begin establishing in advance of initial impacts on habitats and species. Blocks of woodland around the Energy Park development will be delivered to complement nearby and adjoining areas of new scrub and grassland habitat. | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.3, Paragraph 7.3.1.4 | Habitat loss | Planting native tree and shrub species characteristic of lowland mixed deciduous woodland, including a rich mix of understorey and canopy species, and using transplants of local provenance. | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.3, Paragraph 7.3.1.4 | Habitat loss | The condition of new woodland will be maximised by: Using varied planting patterns and spacings to encourage structural diversity and areas of open space. Featuring wide scrubby margins. Protecting newly planted trees and shrubs from browsing damage; where necessary transplants will be protected by | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |

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| | | stock-proof fencing, rabbit-proof fencing and/or protective guards (preferably made of bio-degradable material). | | | |
| Section 7.3, Paragraph 7.3.1.6 | Habitat loss | A large area of wetland is to be created to the west of the new access road within the Energy Park Land to encourage the greatest diversity of plants, invertebrates, amphibians, and mammals and to provide a buffer against pollution or the invasion of non-native species. The habitat creation principles will be set out in the LBMMP. | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.3, Paragraph 7.3.1.8 | Habitat loss | Grassland creation will compensate for the loss of: (i) arable land and associated areas of species-poor grassland and field margins; and (ii) areas of calcareous grassland along the track bed when the railway is reinstated. It will significantly add to the overall extent of semi-natural grassland in the area and provide a habitat that is a national priority for nature conservation. | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.3, Paragraph 7.3.1.11 | Habitat loss | Stands of mixed native-species scrub will be created in the Energy Park Land, including below pylons and as scattered scrub within fields to the west and east of the proposed access road close to Neap House. | NLGEPL | DPCD ILBP Outline LBMMP DCO Requirements 3, 6 and 7 | 5.12 / 4.10 / 5.7/ 2.1 |
| Section 7.4, Paragraph 7.4.2.1 | Air quality and species harm | Measures to limit emissions to air, including the use of appropriate stack heights to optimise dispersion of pollutants, and emissions monitoring to demonstrate compliance with emission limit values (ELV) determined by the Environment Agency. The process to remove CO ₂ will further reduce emissions. | NLGEPL | EP | N/A |

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| Section 7.4, Paragraph 7.4.2.1 | Noise and species disturbance | Measures to limit noise pollution, the primary sources of which will be loading and unloading operations, operational traffic movements around the site, the air-cooled condensers, turbine hall and compressors. | NLGEPL | OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.2.1 | Light and species disturbance | Measures to limit light pollution, which includes a sensitive lighting scheme around the Energy Park Land that will implement operational lighting meeting the minimum requirements. | NLGEPL | Indicative Lighting Strategy DCO Requirement 5 | 6.3.4/ 2.1 |
| Section 7.4, Paragraph 7.4.3.2 | Species protection | The badger tunnel beneath the access road will be checked regularly, particularly during the first two years, to ensure that the feature is functioning properly and to confirm that badgers are using it (through setting out trail cameras or clay mats). Any badger fencing established in this area will be monitored to ensure it remains effective. | NLGEPL | Outline LBMMP DCO Requirement 7 | 5.7/ 2.1 |
| Section 7.4, Paragraph 7.4.3.3 | Species protection | Maintenance works along the reinstated railway will require occasional pruning of overhanging trees and scrub. These maintenance works will be carried out outside of the breeding bird season. Brash will be piled in suitably undisturbed areas of the railway corridor to provide refugia for amphibians, reptiles and small mammals. | NLGEPL | Outline LBMMP DCO Requirement 7 | 5.7/ 2.1 |
| Section 7.4, Paragraph 7.4.3.4 | Species protection | Any future requirements for in-channel maintenance works to ditches in the Energy Park Land (e.g. dredging/ desilting) will be subject to established statutory regulatory procedures to limit impacts on fish, amphibians and other aquatic biodiversity. | NLGEPL | Outline LBMMP DCO Requirement 7 | 5.7/ 2.1 |
| Section 7.4, Paragraph 7.4.4.1 | Habitat degradation | A range of on-going management measures will be used to ensure that the biodiversity value of both newly created habitats and retained habitats is secured for a minimum of 30 years. These are outlined below. Detailed management and monitoring | NLGEPL | Outline LBMMP DCO Requirement 7 | 5.7/ 2.1 |

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| | | prescriptions will be set out in the LBMMP. These will need to be adapted to take account of the success of planned measures (e.g. grassland wildflower seeding, tree planting, bracken control, pond creation) and most appropriate responses (e.g. grazing of grassland). | | | |
| Section 7.4, Paragraph 7.4.4.2 | Habitat loss/degradation | Woodland management will be applied to the extensive areas of new native woodland within the Railway Reinstatement Land, the tree planting areas within the Energy Park Land, and where wet woodland is established as part of the wetland habitat complex to the west of the new access road within the Energy Park Land. This will be guided by the advice set out by the Forestry Commission and guidance on management for invertebrates. It will focus on ensuring that an adequate density of transplanted trees and shrubs is established, fences are maintained, protective tree guards are removed when no longer needed, and potential issues are monitored and responded to in an appropriate manner (including excessive deer browsing, grey squirrel debarking, and invasive non-native species). Opportunities to create a varied canopy structure will be identified, including periodic coppicing/mowing/strimming of woodland edges and glades/rides to ensure areas of young-growth, open and sinuous edge habitats are maintained. Minimum intervention is likely to be most appropriate for areas of wet woodland. Options to enhance the ground flora will be considered once the woodland as established. | NLGEPL | Outline LBMMP DCO Requirement 7 | 5.7/ 2.1 |
| Section 7.4, Paragraph 7.4.4.3 | Habitat loss/degradation | The creation of reedbed areas is proposed within the wetland habitat complex west of the new Energy Park access road. These areas will be managed to enhance their value based on the advice set out by the RSPB and on management for | NLGEPL | ILBP Outline LBMMP | 4.10 / 5.7/ 2.1 |

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| | | <p>invertebrates. This will focus on ensuring that areas of new reed become established and appropriate ground water levels are maintained. Other small-scale management measures that might be required occasionally include dredging of accumulated litter and silt; targeted removal of vegetation and root systems to restore open water; cutting of reeds; and removal of invading willow scrub.</p> | | <p>DCO Requirements 6 and 7</p> | |
| <p>Section 7.4, Paragraph 7.4.4.4</p> | <p>Habitat loss/degradation</p> | <p>New areas of grassland will be created in various locations, together with other areas of retained grassland that will be enhanced. This includes areas of lowland meadow/neutral grassland within and surrounding the Energy Park Land; calcareous grassland within the Railway Reinstatement Land; and damper areas of grassland within the wetland habitat complex west of the new Energy Park access road. These grasslands will be managed to maximise the species-richness of the sward and provide a range of conditions suitable for ground nesting and foraging birds, brown hare, amphibians and reptiles, and a variety of invertebrates. Management will be guided by the Lowland Grassland Management Handbook and advice on management for invertebrates. It will aim will be to create grasslands in fairly good to good condition (based on criteria in the Defra Biodiversity Metric 3.0). Regular assessment of the sward will be undertaken to inform ongoing management needs, including cutting and grazing regimes, introductions of wildflowers, control of invasive non-native and other undesirable species, and reductions of bracken and scrub. Measures to improve and potentially expand existing areas of Lowland Calcareous Grassland HPI will be a priority.</p> | <p>NLGEPL</p> | <p>ILBP Outline LBMMP DCO Requirements 6 and 7</p> | <p>4.10 / 5.7/ 2.1</p> |

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| Section 7.4, Paragraph 7.4.4.5 | Habitat loss/degradation | Management of areas of new, replacement and retained scrub will broadly follow that of woodlands (see above). The overall aim will be to create stands of scrub in moderate to good condition (based on criteria in the Defra Biodiversity Metric 3.0). The focus for new and replacement stands of scrub will be to ensure that an adequate density of transplanted shrubs establish, protective guards are removed when no longer needed, and potential issues are monitored and responded to (e.g. invasive non-native species). Action will be taken to create a varied canopy structure, including periodic coppicing and mowing/strimming of edges and glades. This will ensure that young-growth habitat and glades are maintained, as well as sinuous edge habitats that grade into grassland, tall herb and other communities. Options to enhance the ground flora will be considered (Worrell et al., 2021). | NLGEPL | ILBP Outline LBMMP DCO Requirements 6 and 7 | 4.10 / 5.7/ 2.1 |

Chapter 11 – Landscape and Visual Impact

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| Section 7, Paragraph 7.1.1.2 | Landscape | Direct impacts on landscape features have been avoided through the siting of the Project within an area that is partly brownfield land, with few trees, hedgerows, or other valued landscape features to be affected. | NLGEPL | DPCD DCO Requirement 3 | 5.12/ 2.1 |
| Section 7, Paragraph 7.1.1.2 | Visual Impact | Buildings within the Project have been grouped so that they relate primarily to the existing commercial and industrial land uses at Flixborough Industrial Estate. | NLGEPL | DPCD DCO Requirement 3 | 5.12/ 2.1 |
| Section 7, Paragraph 7.1.1.2 | Landscape and visual | The railway replacement will take place entirely within the existing footprint of the existing railway line, reducing the impact on the landscape. | NLGEPL | DPCD DCO Requirement 3 | 5.12/ 2.1 |

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| Section 7, Paragraph 7.1.1.2 | Visual Impact | Parameters of buildings and structures have been designed to be the minimum size reasonable to ensure that construction of the Project is feasible. | NLGEPL | DPCD DCO Requirement 3 | 5.12/ 2.1 |
| Section 7, Paragraph 7.1.1.2 | Visual Impact | The Indicative Lighting Strategy (Document Reference 6.3.4) has been developed to minimise impacts on night-time views from the surrounding landscape. | NLGEPL | Indicative Lighting Strategy DCO Requirement 5 | 6.3.4 / 2.1 |
| Section 7, Paragraph 7.1.1.8 | Landscape and visual | Further consideration of the architectural design will be required at detail design stage, to reduce the effects of the Project at Viewpoint 1. In particular, the following steps will assist: Using variation in roof heights and massing to visually break up the bulk of the ERF building; Use of colour, for example a light colour on the roof or upper storey, with darker colours restricted to the lower storeys (although application of distinct 'banding' is unlikely to be effective at this distance, and may simply draw more attention to the building); Limit the extent of exposed building infrastructure (pipes, external tanks etc.) by integrating these elements, or alternatively by screening or wrapping of larger external cylinders to ensure a more ordered appearance and reduce visibility of any external lighting; and A substantive visual barrier installed along the railhead edge or along the development platform of the ERF would provide screening of ground level storage and activity such as loading bays and vehicle movements. This would need to be a visually | NLGEPL | DPCD DCO Requirement 3 | 5.1/ 2.1 |

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| | | impermeable barrier of at least 3m in height and could be coloured or textured to reflect the river edge. | | | |
| Section 7, Paragraph 7.1.1.9 | Landscape and visual | More generally, the following measures will assist in further reducing the effects of the Project on landscape and visual amenity: Consideration of the architectural response to ensure the detail of the Project, including form, material, colour and finishes, is integrated within the landscape to reduce landscape and visual effects; and Limiting the overall height and dimensions of the buildings and the stack, where feasible to do so, to reduce their impact on the landscape and views compared to the maximum scenario assessed in the LVIA. | NLGEPL | DPCD DCO Requirement 3 | 5.12 / 2.1 |
| Chapter 12 – Archaeology and Cultural Heritage | | | | | |
| SoCG with NLC | Loss of or damage to buried archaeology | The Applicant is committed to producing a standalone Overarching Archaeological Mitigation Strategy. | NLGEPL | DCO Requirement 11 | 2.1 |
| Chapter 13 – Traffic and Transport | | | | | |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | New access road to serve Flixborough Industrial Estate and Port area as well as the Project. Suitable for use of two-way heavy goods vehicles. Further prevents traffic build up on Stather Road via Neap House. | NLGEPL | DPCD, CLP (see outline CLP) DCO Requirement 10 | 5.12 / 6.2.13 Appendix D/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | Stopping up the section of highway on Stather Road between Flixborough Industrial Estate and the existing surface water pumping station situated 160 metres north of Neap House. | NLGEPL | Rights of Way and Access Plans and DCO Article 13 | 4.3/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Safety | A new 3m wide pedestrian/cycle footway along the eastern side of the carriageway of the New Access Road. | NLGEPL | DPCD, Framework Travel Plan | 5.12 / 6.2.13 Appendix C |

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| Section 7.3, Paragraph 7.3.1.1 | Safety | A new 3m wide shared pedestrian/cycle footway along the northern side of the B1216 Ferry Road West. | NLGEPL | DPCD, Framework Travel Plan | 5.12 / 6.2.13 Appendix C/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Safety | A new toucan crossing facility at the A1077/B1216 Ferry Road West signal junction to enable pedestrians and cyclists to cross the A1077. | NLGEPL | Rights of Way and Access Plans Framework Travel Plan DCO Requirement 13 | 4.3/ 6.2.13 Appendix C/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | Provision of on-site parking facilities in accordance with NLC's Parking Provision Guidelines. Including disabled parking and electric vehicle charging infrastructure. | NLGEPL | Travel Plan (see also Framework Travel Plan) DCO Requirement 13 | 6.2.13 Appendix C/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | A new pedestrian / cycle public right of way will be created orientated west – east, which will run from Stather Road to the New Access Road, continuing to the open land at Foxhills Plantation / Atkinson's Warren, providing a new circular walking route and connectivity between the River Trent and the northern edge of Scunthorpe. | NLGEPL | Travel Plan (see also Framework Travel Plan) DCO Requirement 13 | 6.2.13 Appendix C/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | A new public right of way will be provided to the east of Flixborough Industrial Estate, connecting footpath FLIX/175 and FLIX/304, providing a new link that avoids the need for walking along Stather Road. | NLGEPL | Travel Plan (see also Framework Travel Plan) DCO Requirement 13 | 6.2.13 Appendix C/ 2.1 |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | Reinstatement of the existing 6km Dragonby to Flixborough branch line and provision of continued amenity access across the branch line. This will include the provision of an upgrade to the existing at grade infrastructure for the footpath (FLIX175) | NLGEPL | Travel Plan (see also Framework Travel Plan) | 6.2.13 Appendix C/ 2.1 |

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| | | crossing to the south west of Flixborough and re-establishment of the footpath (FLIX178) crossing to the south east of Flixborough through the provision of a pedestrian bridge. These measures are required to ensure that the crossings meet the appropriate safety standards and to reduce the risk of the public crossing the rail line once it has been re-commissioned. | | DCO Requirement 13 | |
| Section 7.3, Paragraph 7.3.1.1 | Traffic disruption | The construction and operation of a new railhead to the south of Flixborough Wharf, with the primary purpose of facilitating the delivery and export of materials to and from the NLGEP to reduce the need for road vehicle movements. This will also increase the capacity for trains to stand down to allow commercial trains to operate on the main lines and therefore will help to minimise rail movements overnight at the ERF. | NLGEP | Travel Plan (see also Framework Travel Plan) DCO Requirement 13 | 6.2.13 Appendix C/ 2.1 |
| Section 7.2, Paragraph 7.2.1.3 | Economy | Provision of a visitor centre including community and educational facilities. | NLGEP | Embedded Works Plans | 4.4 |
| Section 7.2, Paragraph 7.2.1.3 | Community access | Creation of a new footpaths and cycleways providing improved public access in the area. | NLGEP | Embedded Rights of Way and Access Plans | 4.4 |
| Section 7.2, Paragraph 7.2.1.3 | Community access | Re-opening and reinstatement of PRowS post construction and provision of new pedestrian crossing points (including a footbridge) at the existing ground level crossings across the railway. | NLGEP | DPCD, Framework Travel Plan DCO Requirement 13 | 5.12 / 6.2.13 Appendix C/ 2.1 |
| REP4-013, Paragraph 1.3.2 | Navigation | A full Navigation Risk Assessment will be undertaken capturing the relevant updates and refinement to the design (in terms of operational procedures) and finalised post DCO application. This will be undertaken in accordance with the principles described in REP4-013. Finalisation of the NRA will be | NLGEP, vessel operator | Compliance with the requirements of Associated British Ports Ltd (ABP) as the Statutory | 6.3.6 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
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| | | undertaken in consultation with ABP, RMS Ports, stakeholders and future contractors/operators. | | Harbour Authority for the Humber Estuary, | |
| REP4-013, Section 3.4 | Navigation | All vessels operating out of the Flixborough Wharf for the Project will be piloted. | NLGEPL, vessel operator | Compliance with the requirements of Associated British Ports Ltd (ABP) as the Statutory Harbour Authority for the Humber Estuary, | 6.3.6 |
| REP4-013, Section 3.4 | Navigation | All vessels operating out of the Flixborough Wharf for the Project will follow existing communication and navigation procedures in transit and at the wharf. | NLGEPL, vessel operator | Compliance with the requirements of Associated British Ports Ltd (ABP) as the Statutory Harbour Authority for the Humber Estuary, | 6.3.6 |
| REP4-013, Section 3.5 | Navigation | All vessels operating out of the Flixborough Wharf for the Project will follow existing safety management procedures in transit and at the wharf. | NLGEPL, vessel operator | The Department of Marine Transport, Port Marine Safety Code | 6.3.6 |
| Chapter 15 – Waste | | | | | |
| Section 7.4, Paragraph 7.4.1.1 | Waste management | Best practice measures are required to minimise waste, improve reuse, recovery, and recycling, and to facilitate high standards of waste management. This is in addition to specific construction and operational waste management measures. | NLGEPL | DPCD, OEMP DCO Requirement 4 | 6.3.7/ 5.12/ 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.2 | Waste management | The waste hierarchy will be applied to reduce waste, reuse, recycle or recover materials to reduce the effects of waste generation and treatment. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |

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| Section 7.4, Paragraph 7.4.1.3 | Waste management | The waste producer has a duty of care and legal responsibility to ensure that waste products are managed safely and in compliance with applicable regulations. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Store waste in a secure place. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Use suitable containers that will stop waste escaping. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Safety | Keep liquid hazardous waste in a dedicated area, preferably inside a building with an impermeable bund or barrier to contain spills and leaks. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Classify waste appropriately as per the European Waste Catalogue (EWC). | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Safety | Label containers clearly with the type of waste they contain. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Environmental pollution | Use covers to reduce rainwater contamination, waste blowing away or contamination that will reduce the opportunity for the waste to be reused. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |

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| Section 7.4, Paragraph 7.4.1.4 | Contamination | Store different types of waste separately, so that they do not contaminate each other so that they can be reused more easily, and the site's operator can complete the waste transfer note correctly. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Contamination | Prohibit the mixing of hazardous and non-hazardous waste. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Environmental pollution | Maintain intact impermeable floors so that any spillage (solids or liquids) cannot escape and cause land or groundwater contamination, or further deterioration of floors. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Have sufficient space and storage systems to enable products to be segregated. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Abide by the maximum periods and volumes of wastes that can be temporarily stored on site prior to collection. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Maintain waste records for a minimum of three years including the quantity, nature, origin and, where relevant, the destination, frequency of collection, mode of transport and treatment method of the waste. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |
| Section 7.4, Paragraph 7.4.1.4 | Waste management | Only use waste vendors with the appropriate permits to collect, handle, and transport and treat the waste in accordance with applicable regulations. | NLGEPL | EP/OEMP DCO Requirement 4 | 6.3.8/ 2.1 |

Chapter 16 – Major Accidents and Hazards

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
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| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Ensure Energy Park is designed to relevant standards to maintain containment (including firewalls around the Hydrogen storage area). | NLGEPL | DPCD Document DCO Requirement 3 | 5.12/ 2.1 |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Process Design will include provision for members of the public to be kept at a safe distance from inventories of dangerous substances. | NLGEPL | DPCD Document DCO Requirement 3 | 5.12/ 2.1 |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Design layout of the NLGEP to keep members of the public as far away as possible from potential flammable gas (or other gas) leak points. | NLGEPL | DPCD Document DCO Requirement 3 | 5.12/ 2.1 |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Within the COMAH pre-construction safety report (if required), identify listed buildings in the area that could be damaged by a loss of containment (LoC) event. Design can be modified to move the location of the flammable gas inventory or protect the listed building if a problem is identified. (Note that Pre-construction Safety Report is outwith the DCO and is secured by separate legislation, namely the Control Of Major Accident Hazards Regulations 2015 (COMAH), with approval by the Health and Safety Executive as the COMAH Competent Authority). | NLGEPL | Pre-construction Safety Report (if required) approved by HSE | N/A |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Within the COMAH pre-construction safety report (if required) identify environmental receptors (ecological sites/watercourses) that could be impacted by a LoC event. (Note that Pre-construction Safety Report is outwith the DCO and is secured by separate legislation, namely the Control Of Major Accident Hazards Regulations 2015 (COMAH), with approval by the | NLGEPL | Pre-construction Safety Report (if required) approved by HSE | N/A |

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| | | Health and Safety Executive as the COMAH Competent Authority). | | | |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Emergency plans for identified MAH scenarios to be developed as part of the COMAH pre-construction safety report (if required) and updated for the operational phase. Any concerns around emergency evacuation plans and emergency services access to the Jotun Paints site will be assessed in consultation with Jotun Paints. | NLGEPL | Pre-construction Safety Report (if required) approved by HSE | N/A |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Produce a detailed engineering design incorporating a demonstration of adoption of accepted good engineering practices for hazardous systems including formal hazard identification. | NLGEPL | Pre-construction Safety Report (if required) approved by HSE as the COMAH Competent Authority | N/A |
| Section 7, Paragraph 7.1.1.1, Table 3 | Flood risk | Flood mitigation strategy to be developed (Detailed hydraulic flood modelling to be undertaken to confirm development finished floor levels, secondary flood defence levels and culvert sizing). | NLGEPL | DCO Requirement 12 | 6.3.7/ 2.1 |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Adherence to appropriate security measures e.g. site security presence and fencing to prevent trespassers. | NLGEPL | DPCD DCO Requirement 3 | 5.12 / 2.1 |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Design will avoid having gas pipework/equipment close to railway lines. | NLGEPL | DPCD DCO Requirement 3 | 5.1/ 2.1 |

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| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Establish a plan during detailed design to determine the risk to personnel working on the NLGEP site from nearby site Jotun Paints. | NLGEPL | Pre-construction Safety Report (if required) approved by HSE as the COMAH Competent Authority | N/A |
| Section 7, Paragraph 7.1.1.1, Table 3 | Safety | Storage of materials with the potential to have an adverse effect on the environment will need to be carefully controlled during the operational phase. | NLGEPL | DPCD DCO Requirement 3 | 5.12/ 2.1 |
| AB Agri SoCG | Biosecurity management | Vehicles carrying RDF will not use First Avenue | NLGEPL | OEMP, DCO Requirement 4 | 6.3.8/2.1 |
| AB Agri SoCG | Biosecurity management | Where the transport and handling of RDF are concerned, NLGEPL will require its suppliers and hauliers to operate in accordance with the Refuse Derived Fuel - Code of Practice (RDF CoP) (Version 1, October 2017) | NLGEPL | OEMP, DCO Requirement 4 | 6.3.8/2.1 |
| AB Agri SoCG | Biosecurity management | The ERF will be designed and built with measures incorporated to prevent or discourage pests, which may include such matters as: <ul style="list-style-type: none"> • smooth external surfaces where required to prevent rats scaling walls; • elimination of gaps around pipes etc; and • spikes to discourage bird roosting. | NLGEPL | DPCD, DCO Requirement 3 | 6.3.8/2.1 |
| AB Agri SoCG | Biosecurity management | A detailed biosecurity risk assessment will be undertaken in the course of applying for an Environmental Permit from the EA. Subject to the findings of the assessment and the requirements | NLGEPL | EP, (and OEMP and DCO Requirement 4 where appropriate) | 6.3.8/2.1 |

| ES or other Document Paragraph or Section Reference | Type of Impact | Mitigation Measure | Responsibility | Securing Mechanism | DCO Document Reference |
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| | | of the EA, further measures may be incorporated and implemented and monitored through a Pest Management Plan. | | | |

