



**NORTH
LINCOLNSHIRE
GREEN
ENERGY PARK**

Planning Act 2008

Infrastructure Planning
(Applications
Prescribed Forms and
Procedure) Regulations
2009

APFP Regulation 5(2)(q)

**North Lincolnshire Green
Energy Park**

Volume 8

8.1.13 Final Statement of

Commonality with Associated British
Ports

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GLOSSARY

Acronym	Full term / Description
2008 Act	Planning Act 2008
AGI	Above Ground Installations
CBMF	Concrete Block Manufacturing Facility
CCTV	Closed Circuit Television
CCUS	Carbon Capture, Utilisation and Storage
CO2	Carbon Dioxide
DCO	Development Consent Order
DHPWN	District Heating and Private Wire Network
EA	Environment Agency
ERF	Energy Recovery Facility
ES	Environmental Statement
EV	Electric Vehicle
H2	Hydrogen
LLFA	Lead Local Flood Authority
NLC	North Lincolnshire Council
NLGEP	North Lincolnshire Green Energy Park
NSIP	Nationally Significant Infrastructure Project
PRF	Plastic Recycling Facility
RHTF	Residue Handling and Treatment Facility
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SoS	Secretary of State
SuDS	Sustainable Drainage Systems
TCPA	Town and Country Planning Act

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1.0 INTRODUCTION

2.0 Overview

- 2.1.1 This Statement of Common Ground ('SoCG') has been prepared on behalf of North Lincolnshire Green Energy Park Limited ('the Applicant'). It forms part of the application (the 'Application') for a Development Consent Order (a 'DCO'), that has been submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy, under Section 37 of 'The Planning Act 2008' (the '2008 Act').
- 2.1.2 The Proposed Development is an Energy Recovery Facility (ERF) capable of converting up to 760,000 tonnes of non-recyclable waste into 95 MW of electricity and a carbon capture, utilisation and storage (CCUS) facility which will treat a proportion of the excess gasses released from the ERF to remove and store carbon dioxide (CO₂) prior to emission into the atmosphere. It is described in Chapter 3: Project Description and Alternatives of the Environmental Statement (ES).
- 2.1.3 The Proposed Development meets the criteria to be considered as an NSIP under the 2008 Act as a 'generating station' under section 15(2). Section 15(2) defined an NSIP as a proposed generating station which would be located within England, would not be offshore, and would have a total generating capacity of more than 50MW.

3.0 The Proposed Development

- 3.1.1 The North Lincolnshire Green Energy Park (NLGEP), located at Flixborough, North Lincolnshire, comprises an ERF capable of converting up to 760,000 tonnes of non-recyclable waste into 95 MW of electricity and a CCUS facility which will treat a proportion of the excess gasses released from the ERF to remove and store CO₂. Prior to emission into the atmosphere. The design of the ERF and CCUS will also enable future connection to the Zero Carbon Humber pipeline, when this is consented and operational, to enable the possibility of full carbon capture in the future.
- 3.1.2 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.
- 3.1.3 The Project includes the following Associated Development to support the operation of the NSIP:

- a bottom ash and flue gas residue handling and treatment facility (RHTF);
- a concrete block manufacturing facility (CBMF);
- a plastic recycling facility (PRF);
- a hydrogen production and storage facility;
- an electric vehicle (EV) and hydrogen (H2) refuelling station;
- battery storage;
- a hydrogen and natural gas above ground installation (AGI);
- a new access road and parking;
- a gatehouse and visitor centre with elevated walkway;
- railway reinstatement works including; sidings at Dragonby, reinstatement and safety improvements to the 6km private railway spur, and the construction of a new railhead with sidings south of Flixborough Wharf;
- a northern and southern district heating and private wire network (DHPWN);
- habitat creation, landscaping and ecological mitigation, including green infrastructure and 65 acre wetland area;
- new public rights of way and cycle ways including footbridges;
- Sustainable Drainage Systems (SuDS) and flood defence; and
- utility constructions and diversions.

3.1.4 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.

3.1.5 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.

3.1.6 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 which is currently being developed. It will do this by enabling circular resource strategies and low-carbon infrastructure to be deployed as an integral part of the design (for example by re-processing ash, wastewater and carbon dioxide to manufacture concrete blocks) and

capturing waste-heat to supply local homes and businesses with heat via a district heating network.

4.0 Parties to this Statement of Common Ground

4.1.1 This Statement of Common Ground is between North Lincolnshire Green Energy Park (the Applicant) and Associated British Ports.

4.1.2 Associated British Ports (ABP) is the UK's leading and best-connected port owner and operator, with a network of 21 ports handling around a quarter of the UK's seaborne trade.

5.0 The Purpose and Structure of this Document

5.1.1 The purpose of this document is to summarise clearly the agreements reached between the parties on matters relevant to the examination of the Application and to assist the Examining Authority in their determination of the Application. It has been prepared with regard to the guidance in 'Planning Act 2008: examination of application for development consent' (Department for Communities and Local Government, March 2015).

5.1.2 The document is structured as follows:

- Section 2 – sets out the key correspondence and engagement between the parties up until the submission of the Application; and,
- Section 3 – sets out the matters agreed and matters outstanding between the parties during the pre-application stage in respect of the Application.

6.0 SUMMARY OF ENGAGEMENT

6.1.1 The below Table 2.1 contains a record of key correspondence and engagement between the Applicant and Associated British Ports pertinent to this SoCG.

Table 2.1: Summary of Correspondence and Engagement

Date	Attendance	Topics Covered
17/11/2020	Associated British Ports (ABP), Buro Happold (NLGEP), Solar 21 (Applicant)	Quay Extension, DCO process and requirements
14/01/2021	Associated British Ports (ABP), Buro Happold (NLGEP),	Vessel movements.
17/02/2021	Associated British Ports (ABP), Buro Happold (NLGEP), RMS Ports	Marine Traffic Assessment; Preliminary Navigation Risk Assessment, operational timings, hazards
		Requests for information between February and March 2021
03/11/2021	Associated British Ports (ABP), Buro Happold (NLGEP)	Navigation Risk Assessment, requests for information, mitigation measures
26/03/2021	RMS Ports, Buro Happold (NLGEP), Solar 21	Requests for information, vessel movements, wharf plans and operations, lighting, maintenance plan for wharf, hazardous materials, safety management, parking and dredging.
24/01/2023	Associated British Ports (ABP), Buro Happold (NLGEP), Solar 21	Navigational Risk Assessment, protective provisions, pilotage, proposed vessel movements, existing navigational requirements.

7.0 MATTERS

7.1.1 The below Table 3.2 contains a list of 'matters agreed' correct at 20th March 2023 along with a concise commentary of what the item refers to and how it came to be agreed between the two parties.

Table 3.2: List of Matters

ASSOCIATED BRITISH PORTS POSITION	APPLICANT POSITION	STATUS
<p>A Preliminary Navigation Risk Assessment (NRA) is required for the DCO. A full NRA not required at this stage and is sufficient for the scheme.</p>	<p>Consultation undertaken with ABP throughout process. Preliminary NRA undertaken based on methodology discussed with ABP. Meeting minutes included in Document Ref 6.3.6 Annex 6 Appendix A. Small technical amendments suggested by ABP will be made and a revised Preliminary NRA will be issued at Deadline 4.</p>	
	<p>It has been agreed that Protective provisions between the two parties are not required.</p>	
	<p>The Applicant confirms there will be no physical works required to use the wharf.</p>	
<p>ABP confirmed that all vessels will require a pilot unless they have a pilot extension certificate.</p>	<p>The Applicant confirms that all vessels will have a pilot.</p>	
<p>ABP have confirmed they are comfortable with the numbers of vessel movements provided by the Applicant which is a worst case scenario resulting in approx. 24% of the RDF arriving by river which is an overestimation.</p>	<p>The Applicant notes this.</p>	
	<p>The Applicant have confirmed to ABP that existing navigational processes and HAZOP will be observed/followed.</p>	

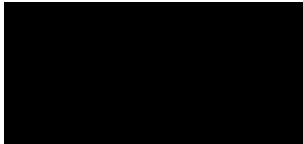
8.0 SIGNATURES

8.1.1 This Statement of Common Ground is agreed:

On behalf of Associated British Ports Here:

Name: Andrew Firman

Signature:



Date: 20/03/2023

On behalf of the Applicant:

Name: David Jones

Signature:



Date: 03/29/2023