



# NORTH LINCOLNSHIRE GREEN ENERGY PARK

Planning Act 2008

Infrastructure Planning  
(Applications  
Prescribed Forms and  
Procedure) Regulations  
2009

## North Lincolnshire Green Energy Park

Volume 8

8.2.15 Final Statement of Common  
Ground with National Highways

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## GLOSSARY

Acronym	Full term / Description
2008 Act	Planning Act 2008
AGI	Above Ground Installations
CCTV	Closed Circuit Television
CBMF	Concrete Block Manufacturing Facility
CCUS	Carbon Capture, Utilisation and Storage
CO2	Carbon Dioxide
DCO	Development Consent Order
DHN	District Heating Network
DHPWN	District Heating and Private Wire Network
EV	Electric Vehicle
ERF	Energy Recovery Facility
ES	Environmental Statement
H2	Hydrogen
NSIP	Nationally Significant Infrastructure Project
NLC	North Lincolnshire Council
NLGEP	North Lincolnshire Green Energy Park
PRF	Plastic Recycling Facility
PWN	Private Wire Network
RHTF	Residue Handling and Treatment Facility
SoS	Secretary of State
SoCG	Statement of Common Ground
SRN	Strategic Road Network
SuDS	Sustainable Drainage Systems
TA	Transport Assessment

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## 1.0 INTRODUCTION

### 1.1 Overview

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

### 1.2 The Proposed Development

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

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

### 1.3 Parties to this Statement of Common Ground

- 1.3.1 This Statement of Common Ground is between North Lincolnshire Green Energy Park (the Applicant) and National Highways (NH).
- 1.3.2 National Highways are a government company which plans, designs, builds, operates and maintains England’s motorways and major A roads, known as the strategic road network (SRN). Their primary role is to deliver a better service for road users and to support a growing economy.

### 1.4 The Purpose and Structure of this Document

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

## 2.0 SUMMARY OF ENGAGEMENT

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

**Table 2.1: Summary of Correspondence and Engagement**

<b>Date</b>	<b>Attendance</b>	<b>Topics Covered</b>
12/11/2020	NLC, National Highways, Buro Happold (NLGEP)	Transport Assessment (TA) Scoping Report submitted to NLC and National Highways
18/11/2020	National Highways, Buro Happold (NLGEP)	EIA Scoping Response from National Highways (Received 8 <sup>th</sup> December 2020)
30/11/2020	NLC, National Highways, Buro Happold (NLGEP)	Meeting to discuss the scope of the TA

Date	Attendance	Topics Covered
30/11/2020	National Highways, Buro Happold (NLGEP)	TA Scoping Response (Received 1 <sup>st</sup> December 2020)
11/01/2021	NLC, National Highways, Buro Happold (NLGEP)	Proposed assessment methodology for baseline traffic data submitted to NLC and National Highways for approval
29/01/2021	National Highways, Buro Happold (NLGEP)	National Highways confirm baseline traffic flows acceptable for assessment (NLC also agreed this on 05/02/2021)
26/03/2021	National Highways ; Fichtner (NLGEP)	District Heating routing and pipework locations, PWN cabling and locations, trench locations and design, backfilling design, traffic management effects and ongoing effects during DHN/PWN operation.
01/04/2021	AOne, Fichtner (NLGEP)	Overall district heating network routing, location with respect to the M181, duration of works, distance from the highway and boundaries and interactions with bridge structures which overlie the motorway but interfere with the DHN/PWN.
12/02/2021	National Highways, Buro Happold (NLGEP)	Table showing the net change in traffic on the SRN sent to National Highways for information showing no significant impacts anticipated
21/11/2022	National Highways, Fichtner (NLGEP)	Re-introduction to the scheme, discussion on status of northern section of M181 and general de-trunking works, and discussion with NH on impacts and objection raised by NH to DCO.
16/12/2022	Email from National Highways (legal) to WBD (NLGEP)	NH confirmed that no protective provisions were required for the Scheme but that NH would be looking for an agreement to preserve its rights to the land affected.

### 3.0 MATTERS

3.1.1 The below Table 3.2 contains a list of ‘matters agreed’ along with a concise commentary of what the item refers to and how it came to be agreed between the two parties.

3.1.2 A column indicating the status of the matter has been included:

- Green indicates the matter is agreed
- Amber indicates the matter is under discussion
- Red indicates the parties are not in agreement over this matter.



Table 3.2: List of Matters

NATIONAL HIGHWAYS POSITION	APPLICANT POSITION	STATUS
<b>Impact on existing apparatus</b>		
In order for National Highways to be in a position to withdraw its objection, National Highways requires (a) the inclusion of protective provisions in the Order for its benefit.	After discussion with National Highways, it has been agreed that Protective Provisions are not required.	
	National Highways hold interests in land (that do not form part of the strategic road network or National Highways' operational land) that may be impacted by the Project and the parties have entered into a legal agreement to provide the protection requested by NH.	
<b>Impact on existing and future operations</b>		
	Routing of cable network has been designed to avoid crossing National Highways assets. The cabling and pipework is located to the west of the M181, and working room is to be located outside of National Highways infrastructure.	
In order for National Highways to be in a position to withdraw its objection, National Highways requires (b) agreements with the Applicant that regulate (i) the manner in which rights over the Plots are acquired and the relevant works are carried out including terms which protect National Highways' statutory undertaking and agreement that compulsory acquisition powers will not be exercised in relation to such land; and (ii) the carrying out of works in the vicinity of the SRN to safeguard National Highways' statutory undertaking.	The routing of the DHN/PWN avoids interference with the highway. The applicant will continue to liaise with National Highways on the proposed installation methods for the cabling and pipework.	

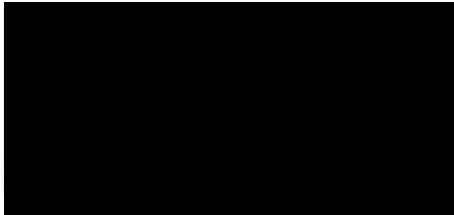
## 4.0 SIGNATURES

4.1.1 This Statement of Common Ground is agreed:

**On behalf of National Highways:**

Name: Simon GP Geoghegan

Signature:

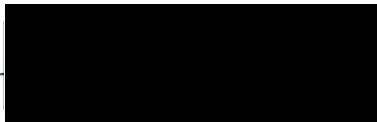


Date: May 9 2023

**On behalf of the Applicant:**

Name: David Jones

Signature:



Date: 10/05/2023