



## Meeting note

<b>Project name</b>	North Lincolnshire Green Energy Park
<b>File reference</b>	EN010116
<b>Status</b>	Final
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	26 September 2019
<b>Meeting with</b>	Solar 21
<b>Venue</b>	RMS Trent Ports, Flixborough
<b>Meeting objectives</b>	Project update meeting and site visit
<b>Circulation</b>	All attendees

### Summary of key points discussed, and advice given

#### Introduction

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

As explained in the Inspectorate's pre-application prospectus, publication of the meeting note can be delayed for up to 6 months. The applicant requested that the meeting note publication be delayed until the project had been publicly announced.

Attendees were present from North Lincolnshire Council, the Environment Agency, Natural England, Womble Bond Dickinson, Northern Planners and ERM. The Marine Management Organisation was present on the telephone.

#### Project update

The itinerary for the visit was discussed. This was to be an informal visit to ensure that stakeholders can discuss the project as it stands and understand the context of the proposal.

It was noted that the scheme has evolved slightly since May. A public project announcement is anticipated for early December subject to a response to the S35 request. The proposal would include an Energy from Waste (EfW) plant for the incineration of 650,000 tonnes of refuse derived fuel per annum. Resultant ash would be made into concrete on site and steam would be used for heating. The proposal also currently includes the following elements: upgrades to the existing jetty to facilitate the delivery of refuse waste; a new road link from the EfW site to the A1077; 30MWe battery storage; carbon dioxide capture for use in glasshouses on the southern part of

the site (see below); hydrogen production (electrolysis) and a hydrogen/electrical vehicle charging station; and upgrades to an existing railway line which connects to the mainline running between Scunthorpe and Immingham.

There are currently two options for the proposed jetty extension, in that it could be upstream or downstream. The Applicant proposes to discuss the matter with the harbor master and the Marine Management Organisation.

The housing element of the project has been removed since the meeting in May 2019; however the Applicant confirmed it will seek to work with North Lincolnshire Council to promote the Lincolnshire Lakes residential development, located to the south of the site, through the provision of a district heat network. The local authority confirmed outline consent was recently granted for 2500 homes as part of Lincolnshire Lakes scheme. Some historical consents have lapsed but are still promoted by the council. Significant infrastructure works need to be carried out as part of that development. The Applicant explained that the worst-case scenario is that the early phases of Lincolnshire Lakes may not benefit from heat provision if the timetables for delivery of the projects do not coincide.

The Applicant explained that there was a lapsed B class allocation over the southern part of the site, but that the Class B uses proposed as part of the project (offices and glasshouses) remained in line with council policy. The Applicant aspires for these proposed elements to be carbon neutral.

The Applicant explained that there are some sensitivities connected with the Nypro chemical disaster in the 1970s. The local church hosts a memorial pond, for example. The Applicant intends to show sensitivity in recognising this memory by incorporating a recognition of this into the scheme.

It was noted that some areas of the proposed scheme are in 1 in 20 functional flood plain. The Environment Agency explained that it does not generally support development in a functional floodplain, but that further topographic surveys could be undertaken to support the Applicant's proposal to develop on the site. The Applicant would need to demonstrate that the proposal is robust against flood risk and that essential infrastructure would remain operational in a flood event.

The consenting strategy for the project is still under review.

The Applicant intends to submit a request for a Section 35 (S35) direction to BEIS and MHCLG jointly in October 2019, so that the entire development would be treated as one development for which the development consent is required.

The Applicant proposes to begin informal consultation week commencing 2<sup>nd</sup> December 2019 and formal consultation later in Spring 2020.

The Applicant confirmed it intends to submit a scoping request to the Planning Inspectorate if its request for a S35 direction is successful, at the end of October or early November 2019. The Inspectorate advised the Applicant to avoid overlapping its own consultation exercises with the consultation it would undertake to inform the Scoping Opinion as this could lead to confusion from, and increased pressures on, external parties. It also requested the Applicant to provide a GIS shapefile of the application site at least 10 working days in advance of submitting the scoping request.

The Applicant considers they are reasonably progressed in their Land referencing and have a good understanding of who their land rights consultees are.