

KEADBY 3 CARBON CAPTURE POWER STATION

A collaboration between SSE Thermal and Equinor

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The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order

Land at and in the vicinity of the Keadby Power Station site, Trentside, Keadby, North Lincolnshire

Proposed Development Changes: Consultation Statement

The Planning Act 2008

Applicant: Keadby Generation Limited

Date: April 2022



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GLOSSARY

Abbreviation	Description	
AGI	Above Ground Installation	
AIL	Additional Abnormal Indivisible Load	
CCGT	Combined Cycle Gas Turbine	
CCP	Carbon Dioxide Capture Plant	
CCUS	Carbon Capture, Usage and Storage	
DCO	Development Consent Order	
HP	High Pressure	
ES	Environmental Statement	
ExA	Examining Authority: An inspector or panel of inspectors appointed to examine the application	
HRSG	Heat Recovery Steam Generator	
MW	megawatts	
NSIP	Nationally Significant Infrastructure Project: for which a DCO is required	
PA 2008	Planning Act 2008	
PCC	Proposed Power and Carbon Capture	
PINS	Planning Inspectorate	
SoCG	Statement of Common Ground	
SoS	Secretary of State	
ZCH	Zero Carbon Humber	





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1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 This Proposed Development Changes: Consultation Statement (Application Document Ref. 10.3) has been prepared on behalf of Keadby Generation Limited ('the Applicant'). It forms part of a Change Request application (the 'Change Request') submitted at Deadline 5 of the ongoing examination for a Development Consent Order (a 'DCO') for the Keadby 3 Carbon Capture Power Station.
- 1.1.2 The Applicant is seeking development consent for the construction, operation and maintenance of a new low carbon Combined Cycle Gas Turbine (CCGT) Generating Station ('the Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe, DN17 3EF (the 'Proposed Development Site').
- 1.1.3 The Proposed Development is a new electricity generating station of up to 910 megawatts (MW) gross electrical output, equipped with carbon capture and compression plant and fuelled by natural gas, on land to the west of Keadby 1 Power Station and the (under commissioning) Keadby 2 Power Station, including connections for cooling water, electrical, gas and utilities, construction laydown areas and other associated development. It is described in Chapter 4: The Proposed Development of the Environmental Statement (ES) (ES Volume I APP-047).
- 1.1.4 The Proposed Development falls within the definition of a 'Nationally Significant Infrastructure Project' (NSIP) under Section 14(1)(a) and Sections 15(1) and (2) of the 2008 Act, as it is an onshore generating station in England that would have a generating capacity greater than 50MW electrical output (50MWe). As such, a DCO application is required to authorise the Proposed Development in accordance with Section 31 of the 2008 Act.
- 1.1.5 The DCO, if made by the SoS, would be known as 'The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order' ('the Order').
- 1.1.6 Certain changes to the Proposed Development ('the Proposed Development Changes') are described and assessed within the Change Request. If accepted by the Examining Authority ('ExA'), the Proposed Development Changes will become part of the DCO application undergoing examination. The Proposed Development Changes are described further in Section 2.1.
- 1.1.7 The examination is currently considering the Proposed Development only, and is described in Section 1.2.



1.2 The Proposed Development

- 1.2.1 The Proposed Development will work by capturing carbon dioxide emissions from the gas-fired power station and connecting into the Humber Low Carbon Pipelines project pipeline network, being promoted by NGCL, for onward transportation to the Endurance storage site under the North Sea.
- 1.2.2 The Proposed Development would comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant and other associated development defined in Schedule 1 of the draft DCO (APP-005) as Work No. 1 11 and shown on the Works Plans (APP-012).
- 1.2.3 At this stage, the final technology selection cannot yet be made as it will be determined by various technical and economic considerations and will be influenced by future UK Government policy and regulation. The design of the Proposed Development therefore incorporates a necessary degree of flexibility to allow for the future selection of the preferred technology in light of prevailing policy, regulatory and market conditions once a DCO is made.

1.2.4 The Proposed Development will include:

- a carbon capture equipped electricity generating station including a CCGT plant (Work No. 1A) with integrated cooling infrastructure (Work No. 1B), and carbon dioxide capture plant (CCP) including conditioning and compression equipment, carbon dioxide absorption unit(s) and stack(s) (Work No. 1C), natural gas receiving facility (Work No. 1D), supporting uses including control room, workshops, stores, raw and demineralised water tanks and permanent laydown area (Work No. 1E), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services (all located in the area referred to as the 'Proposed Power and Carbon Capture (PCC) Site' and which together form Work No. 1);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for National Grid Gas's apparatus (Work No. 2A) and the Applicant's apparatus (Work No. 2B) (the 'Gas Connection Corridor');
- electrical connection works to and from the existing National Grid (National Grid Electricity Transmission) 400kV Substation for the export of electricity (Work No. 3A) (the 'Electrical Connection Area to National Grid 400kV Substation');
- electrical connection works to and from the existing Northern Powergrid
 132kV Substation for the supply of electricity at up to 132kV to the Proposed





PCC Site, and associated plant and equipment (**Work No. 3B**) (the 'Potential Electrical Connection to Northern Powergrid 132kV Substation');

- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/or overground water supply pipeline(s) and intake structures within the Stainforth and Keadby Canal, including temporary cofferdam (Work No. 4A) (the 'Canal Water Abstraction Option');
 - in the event that the Canal Water Abstraction Option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (Work No. 4B) (the 'River Water Abstraction Option'); and
 - works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Work No. 5) (the 'Water Discharge Corridor');
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water (Work No. 6);
- above ground carbon dioxide compression and export infrastructure comprising an above ground installation (AGI) for the undertaker's apparatus including deoxygenation, dehydration, staged compression facilities, outlet metering, and electrical connection (Work No. 7A) and an AGI for NGCL apparatus (Work No. 7B);
- new permanent access from the A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the western private bridge crossing of the Hatfield Waste Drain (Work No. 8A) and installation of a layby and gatehouse (Work No. 8B), and an emergency vehicle and pedestrian access road comprising the maintenance and improvement of an existing private track running between the Proposed PCC Site and Chapel Lane, Keadby and including new private bridge (Work No. 8C);
- temporary construction and laydown areas including contractor facilities and parking (Work No. 9A), and access to these using the existing private roads from the A18 and the existing private bridge crossings, including the replacement of the western existing private bridge crossing known as 'Mabey Bridge') over Hatfield Waste Drain (Work No. 9B) and a temporary construction laydown area associated with that bridge replacement (Work No. 9C);
- temporary retention, improvement and subsequent removal of an existing Additional Abnormal Indivisible Load Haulage Route (Work No. 10A) and temporary use, maintenance, and placement of mobile crane(s) at the existing Railway Wharf jetty for a Waterborne Transport Offloading Area (Work No. 10B);



- landscaping and biodiversity enhancement measures (Work No. 11A) and security fencing and boundary treatments (Work No. 11B); and
- minor associated development.
- 1.2.5 The Proposed Development includes the equipment required for the capture and compression of carbon dioxide emissions from the generating station so that it is capable of being transported off-site. NGCL will be responsible for the development of the carbon dioxide pipeline network linking onshore power and industrial facilities, including the Proposed Development, in the Humber Region. The carbon dioxide export pipeline does not, therefore, form part of the Proposed Development and is not included in the Application but will be the subject of separate consent application(s) to be taken forward by NGCL.
- 1.2.6 The Proposed Development is designed to be capable of operating 24 hours per day, 7 days a week, with plant operation dispatchable to meet electricity demand and with programmed offline periods for maintenance. It is anticipated that in the event of CCP maintenance outages, for example, it could be necessary to operate the Proposed Development without carbon capture, with exhaust gases from the CCGT being routed via the Heat Recovery Steam Generator (HRSG) stack.
- 1.2.7 Various types of associated and ancillary development further required in connection with and subsidiary to the above works are detailed in Schedule 1 'Authorised Development' of the draft DCO (APP-005). This, along with Chapter 4: The Proposed Development in the ES Volume I (APP-047), provides further description of the Proposed Development. The areas within which each numbered Work (component) of the Proposed Development are to be built are defined by the coloured and hatched areas on the Works Plans (APP-012).

1.3 The Purpose and Structure of this Document

- 1.3.1 The purpose of this document is to provide an account of the consultation undertaken by Keadby Generation Limited in respect of the Proposed Development Changes and is being submitted as part of the Change Request at Deadline 5 of the examination.
- 1.3.2 Paragraph 7 of Figure 3 of Advice Note 16: How to request a change which may be material states that "where (proportionate) additional non-statutory consultation has been carried out (either voluntarily or at the direction of the ExA) a Consultation Statement confirming who has been consulted in relation to the proposed change should be submitted. Copies of any consultation responses received by an applicant should also be included with any request, as an annex."
- 1.3.3 This document has been prepared in order to satisfy the criteria set out above. The remainder of this document is structured as follows:





- Section 2 Proposed Development Changes;
- Section 3 Legislative Context and Relevant Guidance;
- Section 4 The Applicant's Approach to Consultation;
- Section 5 Consultation;
- Section 6 Community Consultation;
- Section 7 Regard had to Consultation Responses; and
- Section 8 Conclusion.





2.0 PROPOSED DEVELOPMENT CHANGES

2.1 Introduction

- 2.1.1 The Applicant is proposing and consulted on a total of five changes. These are collectively known as the 'Proposed Development Changes' and are described as follows:
 - 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
 - 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
 - 3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.
 - 4. Increase to the maximum heights of the carbon dioxide stripper column.
 - 5. Increase in proposed soil import volumes to create a suitable development platform.

2.2 Description of Proposed Changes

- 2.2.1 Since the submission of the Application, five changes have been identified through the ongoing design contractor involvement process that are required as changes to the Application for the Proposed Development. These Proposed Development Changes are:
 - Change 1 a small increase to the Order Limits to provide additional space for safe mooring of the largest vessels delivering abnormal indivisible loads (AIL). This change involves:
 - inclusion of land within the River Trent (Work No. 10C) which will be required for the mooring of vessels at the Waterborne Transport Offloading Area (Work No. 10B);
 - Change 2 changes to the Additional AIL Route (Work No. 10A) which requires the following updates to the Order Limits:
 - incorporating a new section of Additional AIL Route through the Keadby 1 Power Station outage/ contractor compound;
 - extension of the Additional AIL Route for larger AIL to avoid the operational Keadby 2 Power Station;
 - Change 3 an increase to the maximum parameters (height) presented in Schedule 11 Design Parameters of the draft DCO [APP-005] and Chapter 4: The Proposed Development [APP-047] for Work No. 1C for the twin





absorber columns/ stack option in the event that this option is selected for the removal of CO₂ from flue gases within the carbon capture plant (CCP). The maximum height of the twin structures would be increased by up to 22m as shown in Table 1, noting that even at this increased height, the twin absorbers and associated stacks would still be lower in height than the proposed single absorber option and associated stack;

- Change 4 an increase to the maximum parameters (height) presented in Schedule 11 Design Parameters of the draft DCO [APP-005] and Chapter 4: The Proposed Development [APP-047] for Work No. 1C for the CO₂ stripper in the event that a single absorber is developed. This is required to allow an additional height of up to 10m for the stripper; and
- Change 5 an increase of up to 50,000m³ of imported fill material, increasing the maximum proposed import volume for soil, as described in Chapter 5: Construction Programme and Management (Application Document Ref. 6.2.5) [APP-048], to 180,000m³ to provide a suitable platform for foundations and buildings/ equipment across the Proposed Power and Carbon Capture (PCC) Site.
- 2.2.2 An explanation of the Proposed Changes can be found in Section 2.3 of the Environmental Statement Addendum Volume I (Document Ref.10.7)

2.3 Rationale for Proposed Development Changes

2.3.1 Further explanation of each of the Proposed Development changes is provided below and updates to Chapters 1-7 of the ES resulting from these changes are described in Section 4.0.

<u>Change 1 - Extension of Waterborne Transport Offloading Area to incorporate</u> land within the River Trent

2.3.2 An increase in the extent of land included in the Order Limits within the River Trent which would be utilised by delivery vessels is proposed in order to accommodate the largest (82m long) potential vessels, as used during the Keadby 2 Power Station construction. Where vessels are required to be moored for the full tide cycle, they could require use of the seabed, which is Crown Land and as such, it is intended to negotiate voluntarily for rights for this. The proposed Order Limits are presented in Figure 3.1 and Figure 3.2 of ES Addendum Volume III (Application Document Ref. 6.4.2 – Rev 02 and 6.4.3 – Rev 02). An updated Site Location Plan is presented as Figure 1.1 of ES Addendum Volume III (Application Document Ref. 6.4.1 – Rev 02. The change does not involve any works of development and ensures that the revised Land Plans and Works Plans are consistent with the position described in our submitted Navigational Risk Assessment (Document Ref. 6.3.22) [APP-086]. The area is denoted as new Work No. 10C in the revised Works Plans.



- 2.3.3 Change 1 does not involve any works of development and ensures that the Land Plans (**Application Document Ref. 4.2**) and Works Plans (**Application Document Ref. 4.3**) are consistent with the position described in the submitted Navigational Risk Assessment [**APP-086**].
 - Change 2 Changes to the Additional AIL Route (Work No. 10A) (Contractor/outage compound area, east of Keadby 1 Power Station and north of Keadby 1 Power Station) all within land under the control of the Applicant
- 2.3.4 The Proposed Development incorporates an existing temporary haulage route including two ditch crossings (Additional AlL Route) constructed for and used during Keadby 2 Power Station construction to accommodate AlL arriving at Railway Wharf. The Proposed Development proposes to retain and use this temporary haul route for AlL arriving at the Waterborne Transport Offloading Area (Work No. 10B), in order to minimise the impact of construction on the local road network and allow waterborne transport of AlL according with national planning policy. An extension of up to 0.18ha to the Additional AlL Route (Work No. 10A) is proposed to avoid reliance on routeing all AlLs through the operational Keadby 2 Power Station site so as to minimise health, safety and environmental risks.
- 2.3.5 A northern extension to the Additional AIL Route (Work No. 10A) is proposed to avoid reliance on routeing all AIL through the operational Keadby 2 Power Station site so as to minimise health, safety and environmental risks which could otherwise affect the construction timescale and the speed of deployment of this nationally significant infrastructure. The new northern AIL Route would incorporate temporary use of a section of Keadby 1 Power Station outage/contractor compound. Demolition/ relocation of several small existing Keadby 1 Power Station buildings/ offices within this area may be required. From the Keadby 1 Power Station outage/ contractor area east of Keadby 1 Power Station, an extension to the existing Additional AIL Route would be constructed. The route would seek to avoid loss of and disturbance to existing vegetation where possible, although where permanent loss of vegetation is unavoidable, such as a grouping of trees planted for screening of the tank farm from the road, compensation/ enhancement of biodiversity including replacement tree planting would be undertaken.
- 2.3.6 The existing Haul Route Plans (**Application Document Ref. 4.19**) have been updated to encompass the extension to the Additional AIL Route and these accompany the change application submitted on 5 April 2022 (**Application Document Ref. 4.19 Rev 02**).
- 2.3.7 The extension to the Additional AIL Route would incorporate temporary use of a section of Keadby 1 Power Station outage/ contractor compound. Demolition/ relocation of a number of small existing Keadby 1 Power Station buildings/ offices within this area may be required. From the Keadby 1 Power Station outage/ contractor area east of Keadby 1 Power Station, an extension to the





existing Additional AIL Route would be constructed. The route would seek to avoid loss of and disturbance to existing vegetation where possible, although where permanent loss of vegetation is unavoidable, compensation/enhancement of biodiversity including replacement planting is proposed. Temporary steel bridges will be used to span two drainage ditches (as was the case during the construction of Keadby 2 power station). The updated proposed Order Limits and Work No. 10A is presented in Figure 3.3: Work Areas referred to in the ES Addendum in ES Addendum Volume III (Application Document Ref. 6.4.4).

- 2.3.8 Abnormal loads would use the extended Additional AIL Route, passing to the north of Keadby 1 Power Station before crossing Chapel Lane. AIL would then use existing internal roads within the Keadby 1 Power Station site before rejoining the existing Additional AIL Route along Bonnyhale Road which provides access to the Proposed PCC Site.
- 2.3.9 Following completion of construction, re-instatement and enhancement of habitats within the Additional AIL Route would be undertaken as part of the overall landscape and biodiversity management and enhancement proposals (Work No. 11A) shown in Application Document Ref. 4.15 Rev 02. The Landscape and Biodiversity Management and Enhancement Plan (LBMEP) (Application Document Ref. 5.10 Rev 02) provides further detail on the measures proposed and includes a Tree Survey and Arboricultural Impact Assessment.
- 2.3.10 The Additional AIL Route requires an increase in the extent of land included in the Order Limits (Work No. 10B). The Additional AIL Route is presented in Figure 3.3: Work Areas referred to in the ES Addendum in ES Addendum Volume III (Application Document Ref. 6.4.4 Rev 02).
 - <u>Change 3 Increase to the maximum parameters (height) for up to two absorbers/ stacks</u>
- 2.3.11 Ongoing engagement with the design contractors has identified that in the event that the option for up to two absorbers is required for the removal of CO₂ from flue gases within the CCP (**Work No. 1C**), the twin absorber units and stacks may have maximum dimensions up to 80m above ground level (AGL) for the absorber towers and up to 15.5m for the stacks i.e. up to 95.5m AGL, which equates to a maximum of 98.3m Above Ordnance Datum ('AOD') for each absorber and associated stack. The maximum dimensions established through ongoing design development are up to 22m higher than those previously assessed in the submitted ES for up to two absorbers/ stacks (denoted in italics in Table 1 below). This change is within the Order Limits (**Work No. 1C**).



Change 4 - Increase to the maximum parameters (height) for carbon dioxide stripper column

- 2.3.12 Ongoing design development with design contractors has also identified that the proposed CO₂ stripper column (also **Work No. 1C**) may have maximum dimensions up to 63m AGL which equates to a maximum of 65.8m AOD and which is 10m higher than was included as a parameter in the draft DCO submitted with the Application [APP-005]
- 2.3.13 Table 2.1 sets out the updated parameters that have been assessed within this ES Addendum for up to two absorbers/ stacks and the CO₂ stripper. As both the twin absorbers and CO₂ stripper column are located within the Proposed PCC Site, these parameters take into account the expected revised minimum finished floor design level of +2.8m above ordnance datum (AOD) for CCP infrastructure within the Proposed PCC Site, as set out in **Appendix 12A**: Flood Risk Assessment Additional Submission 6.3.20 ES [**AS-010**] accepted by the Examining Authority.

Table 2.1: Main dimensions for up to two absorbers and carbon dioxide stripper*

Component	Length (m)	Width (m)	Height (m) AGL	Height (m) AOD
Minimum design level (final ground height) within 'Main Site' for CCGT/ CCP infrastructure (Work No. 1A/ 1C) and administration/control buildings (Work No. 1E)	2.8m (2.6m)			
Absorbers (Work No. 1C) (in the case that two absorbers are developed)		19.0 – no change	Up to 80.0 (57.8)	82.8 (<i>60.6</i>)
Twin absorber stacks (Work No. 1C) (in the case that two absorbers are developed)	-	6.7 – no change	95.5 (<i>75.8</i>)	98.3 (<i>78.6</i>)
Carbon dioxide stripper (Work No. 1 C)	-	15.0 – no change	63.0 (52.8)	65.8 (<i>55.6</i>)

^{*}previously assessed in (italics)





2.3.14 Within the Rochdale Envelope of up to two absorber towers/ stacks, alternative configurations have been considered, but as this is a 'First of a Kind' project, in the event that up to two absorbers are required from an engineering/ constructability perspective, there are no reasonable alternatives that can be assessed. This change is within the Order Limits (**Work No. 1C**).

Change 5 - Increase in proposed soil import volumes

2.3.15 Ongoing design development and engagement with design contractors has identified that additional volumes of soil may need to be imported to provide a suitable platform for foundations and buildings/ equipment across the Proposed PCC Site, taking into account anticipated ground conditions and the revised finished floor level noted in Table 1 (revised from 2.6m AOD to up to 2.8m AOD). Up to 180,000m³ of soils may need to be imported representing an increase of 50,000m³ over the volume previously assessed in the ES. This change is within the Order Limits (**Work No. 1**).





3.0 LEGISLATIVE CONTEXT AND RELEVANT GUIDANCE

- 3.1.1 Section 2 of the Applicant's Consultation Report [APP-030] provided a summary of the legislative context for DCOs, including the legislative requirements and relevant guidance relating to pre-application consultation and publicity.
- 3.1.2 One notable update since the Consultation Report was drafted was the issue of and consultation on draft revised energy National Policy Statements between 6 September 2021 and 29 November 2021, which are still yet to be finalised and designated. The Secretary of State decided within those draft NPSs that for any application accepted for examination before designation of the 2021 amendments, the 2011 suite of NPSs should have effect in accordance with the terms of those NPS, but also that any emerging draft NPSs (or those designated but not having effect) are potentially capable of being important and relevant considerations in the decision-making process. They are not considered to impact consultation but the other implications are considered within the updated Planning Statement which the Applicant submitted at Deadline 3 [Clean version REP3-006, Tracked Version REP3-007] as well as in the Rationale and Need Statement enclosed with this Change Request.
- 3.1.3 Planning Act 2008: Guidance for the examination of applications for development consent (DCLG, 2015) ¹ explains at paragraphs 113-115 considerations around consultation and engagement on material changes made post acceptance. Key is the need to be able to conduct a fair and reasonable examination, and it is noted that the introduction of material changes during the final stages of the examination period could in some instances mean that the examination would breach these principles.
- 3.1.4 Planning Inspectorate Advice Note 16: How to request a change which may be material², provides information to applicants about how to request a material change to an application after the application has been accepted and before the close of the Examination.
- 3.1.5 Paragraphs 3.3 to 3.5 of Advice Note 16 states:

"Before making a written request it is recommended that applicants consult all those persons prescribed in the PA2008 under section 42 (a) to (d) who would be affected by the proposed change (giving a minimum of 28 days). It is advised that if a targeted approach to the identification of those affected by the request to materially change the application is adopted then detailed justification should







be provided why it is deemed unnecessary to consult all of the prescribed persons (For example, in the case of Statutory Undertakers, by confirming that the proposed material change would not affect their functions). If applicable, applicants should identify any newly prescribed persons ie those who were consulted in relation to the proposed material change but NOT in regards to the original application.

Consultation about the proposed material change may be done voluntarily by an applicant in advance of seeking procedural advice from the ExA if this would save time. If an applicant is unsure about how to proceed then it may seek the views of the ExA, via the Case Manager, as to the scale and nature of any non-statutory consultation exercise.

The ExA may request that further consultation is undertaken if it considers that the steps taken by an applicant have not been adequate to safeguard the interests of and/ or inform those potentially impacted by the material change."

- 3.1.6 Figure 1 of Advice Note 16 provides a summary of making a request for a material change to an accepted application and this includes seeking advice from the ExA about the procedural implications of the proposed material change and about the need, scale and nature of consultation that the Applicant may need to undertake.
- 3.1.7 Figure 3 of Advice Note 16 outlines information to include in a request to make a material change to an application after it has been accepted for examination. This includes:
 - "6. If the proposed change results in any new or different likely significant environmental effects, provision of other environmental information and confirmation that:
 - A. ...
 - B. any consultation bodies who might have an interest in the proposed changes have been consulted (reflecting the requirements of the EIA Regulations). It is recommended that applicants submit copies of any responses received from consultation bodies with the change request. Applicants should identify those consultation bodies who were consulted on the proposed changes but NOT on the original application.
 - 7. Where (proportionate) additional non-statutory consultation has been carried out (either voluntarily or at the direction of the ExA) a Consultation Statement confirming who has been consulted in relation to the proposed change should be submitted. Copies of any consultation responses received by an applicant should also be included with any request, as an annex."





- 3.1.8 The ExA's Response to Applicant's letter dated 1 February 2022 [PD-011] stated that "When submitting the change request it is recommended that the Applicant submits a statement which:
 - lists the persons (affected by the changes) under section 42(1)(a) to (d) who have been consulted (identifying any new persons ie those who were consulted in relation to the proposed change but not in relation to the original application);
 - identifies (within the above list) those section 42(1)(d) persons who are "affected persons", meaning those persons over whose land Compulsory Acquisition powers will be exercised. It is noted that if the procedure under the CA Regulations is to be followed the Applicant will also need to submit a request for additional land and identify the additional Affected Persons;
 - provides justification as to why any person under section 42(1)(a) to (d) is not affected by the proposed changes and has not therefore been consulted;
 - provides copies of any newspaper notices or site notices or justification as
 to why such general publicity is not required to ensure fairness, using case
 law as necessary to support the Applicant's position; and
 - appends as an annex comprising any consultation responses received."





4.0 THE APPLICANT'S APPROACH TO CONSULTATION

- 4.1.1 The Applicant's approach to consultation is informed by experience gained over many years as an operator and developer of thermal power stations, including Keadby Power Station and Ferrybridge Multifuel 1 and 2. Keadby Generation Limited also has a stakeholder manager based at Keadby with well-established working relationships with local organisations from the operation of Keadby 1 and the construction of Keadby 2. At a corporate level SSE has established a diversity and inclusion strategy and an associated working group.
- 4.1.2 The approach taken for the Proposed Development Changes non-statutory consultation made use of this knowledge and experience, and the following general objectives and principles:
 - To raise awareness of the Proposed Development Changes and provide the local community and other stakeholders with the opportunity to understand and comment on the proposals.
 - To provide clear and concise information on the Proposed Development Changes.
 - To provide a range of means by which people can engage with the Proposed Development Changes and provide comments and feedback.
 - To ensure that comments and feedback are accurately captured and recorded.
 - To show how comments and feedback have been taken account of in finalising the Change Request.
- 4.1.3 In order to assist the ExA, the Applicant intended to carry out consultation that mirrors statutory consultation carried out pre application under sections 42, 47 and 48 of the 2008 Act, so far as is proportionate and practicable, to ensure that all persons who are entitled to be consulted or who were consulted on the original application have the opportunity to make any representations. This was to avoid prejudice to interests for those potentially impacted by the Proposed Development Changes and to the opportunity to comment on the Proposed Development Changes.
- 4.1.4 In particular the methods employed in the published SoCC (Appendix 7.6 of the Consultation Report [APP-030]) and which were found to be adequate were used so far as practicable as confirmed within the Adequacy of Consultation Responses [AoC-001 AoC-007], including:
 - Mailout to the Inner Consultation Zone ('ICZ') (around 2.5km around the boundary of the Proposed Development Site, broadly corresponding to the areas within which the Proposed Development may be visually prominent, or could experience a perceptible temporary or ongoing increase in noise or traffic);





Notices/advertisements in newspapers or existing local newsletters circulating in the ICZ and Outer Consultation Zone ('OCZ') (around 10km around the boundary of the Proposed Development Site and broadly corresponds to the majority of the zone of theoretical visibility ('ZTV') estimated for the Proposed Development based on the maximum built dimensions of the main items of plant and the stacks. It also corresponds to the area which could (without mitigation) experience air quality, traffic or socioeconomic effects or be interested in but unaffected by the Proposed Development);

- Site notices:
- Project mailing list;
- Physical exhibitions;
- Provision of free USB sticks, or paper copies of documents;
- Project website and project email address; and
- Providing a telephone number for local communities to request information from the project team.
- 4.1.5 The Applicant informed North Lincolnshire Council of their approach to this consultation via email on 9 February 2022 and NLC confirmed they were content with the approach in a meeting which followed. A copy of this email can be found at Appendix 4.1.





5.0 CONSULTATION

5.1.1 The Non Statutory Consultation on the Proposed Development Changes was carried out by Keadby Generation Limited between 17 February 2022 and 20 March 2022. Although non-statutory it broadly mirrors the requirements of Sections 42, 43 and 44 of the PA 2008.

5.2 Who was consulted?

- 5.2.1 The Statutory Consultee and Landowner consultation involved Keadby Generation Limited consulting the 'Prescribed Persons', the relevant local authorities under Section 43 and persons/land ownership interest falling within Categories 1, 2 and 3 of Section 44. Consistent with the Applicant's objective to consult widely on the Proposed Development and the Applicant's approach during pre-application consultation, a number of non-prescribed persons were also consulted. These persons were consulted in the same manner and provided with access to the same information as other consultees.
- 5.2.2 In total, 147 prescribed persons, relevant local authorities, relevant statutory undertakers, land ownership interests and non-prescribed consultees were consulted.

5.3 How were they consulted?

- 5.3.1 Following the approach adopted during the pre-application consultation, the Applicant sought to avoid posting letters and other information wherever possible. During pre-application consultation, the Applicant made email contact (where email addresses were available) with all prescribed persons, relevant local authorities, relevant statutory undertakers, and non-prescribed persons requesting that they confirm or provide an email address for electronic service of notices related to Keadby 3 in accordance with Section 229(1)(e) of the Planning Act 2008. A similar exercise was carried out to confirm email addresses with land ownership interests. More about the process is set out in the Consultation Report [APP-030]. The Applicant relied on these previously acquired email contacts, along with others acquired through ongoing technical and commercial engagement with certain parties, to send information electronically.
- 5.3.2 The consultees were sent a consultation letter along with a Site Location Plan and Proposed Order Limits Plan. The letters explained why each consultee was being consulted, provided background information on the Proposed Development, summarised its main components and invited comments and feedback to be submitted before 20 March 2022. The letter also made recipients aware of the Non-Technical Summary which could be found online, and that the Applicant could be contacted to provide a paper or USB copy. For some of these persons Keadby Generation Limited sent consultation packs to multiple addresses, for example, where there were both national and local offices or a





- number of departments or individuals within the same organisation with an interest in the Proposed Development Changes.
- 5.3.3 The consultation letter was sent by email where an email address had been confirmed under the procedure outlined above or acquired later or by Royal Mail first class delivery where no email address was available. Postal service was carried out on 17 February 2022 while e-mails were sent on 18 February 2022. A total of 164 recipients were sent letters via email and 35 recipients were sent letters via post.
- 5.3.4 Where email address no longer worked, the Applicant sent a further email to a requested new address or posted information to a registered address.
- 5.3.5 Lists of the consultees can be found at Appendix 5.1. Different letters were sent to Prescribed Persons and local authorities, and landowners. Copies of each letter can be found at Appendix 5.2. Copies of appended plans can be found at Appendix 5.3. A copy of the Non-Technical Summary can be found at Appendix 5.4.

5.4 How could feedback be provided/What was the deadline for comments?

- 5.4.1 The consultation letters advised of a variety of ways in which consultees could respond, which were as follows:
 - By email: consultation@keadby3.co.uk
 - By post: FREEPOST KEADBY 3 (Recipients were advised to include their name and postal address)
 - By telephone: Freephone 0800 211 8194 (Recipients were advised that this
 is a voicemail-based service and can be called 24 hours. Please leave your
 name and a telephone number)
- 5.4.2 The letters clearly stated that the deadline for the receipt of responses was Sunday 20 March 2021; therefore, providing people with in excess of the 28 days recommended in Paragraphs 3.3 of Advice Note 16.

5.5 Responses to the consultation

- 5.5.1 Consultation responses were received from 21 consultees. Some consultees also responded with procedural questions (such as where can consultation materials be found) or to request that information was sent to a different address. In cases of the later, and when emails no longer worked and were bouncing back, consultation information was sent to alternative addresses.
- 5.5.2 A summary of the response provided by consultees and the regard had by the Applicant is provided in Table 7.1 of Section 7 (and is therefore not repeated here). Copies of the responses received from consultees can be found at Appendix 5.5.





6.0 COMMUNITY CONSULTATION

6.1.1 This section sets out the local community consultation carried out by Keadby Generation Limited between 17 February 2022 and 20 March 2022. Although the Proposed Development Changes Consultation was non-statutory it is based on the principles established the requirement 47 of the PA 2008.

6.2 Who was consulted?

- 6.2.1 A consultation newsletter was sent to 4,584 residential and business addresses within the ICZ (as defined in Section 7.10 of the Consultation Report [APP-030]). The letter drop was carried out by a specialist delivery company. The newsletter was also emailed to local political representatives.
- 6.2.2 A number of adverts were also placed in newspapers advertising the consultation. These newspapers are circulated across (and beyond) the OCZ and these ensured that people beyond the ICZ were made aware of the consultation. A number of other methods were employed to advertise the consultation. These are explained further below.

6.3 How were they consulted?

6.3.1 The local community was consulted via a wide range of methods. Specific details can be found under the relevant headings below. All consultation materials set out below stated clearly that the consultation was about the Proposed Development Changes and not the project more generally.

Newsletters

- 6.3.2 As mentioned above, newsletters were sent to all addresses within the ICZ (as defined in Section 7.10 of the Consultation Report [APP-030]), a total of 4,584 residential and business addresses. The newsletters were 4 pages long and contained information about the background to the project, the consultation, including the public information events and the Proposed Development Changes to the Project along with their potential environmental impacts. Feedback forms were also included.
- 6.3.3 A copy of a newsletter is included at Appendix 6.1. A copy of the feedback form is included at Appendix 6.2.

Newspaper Notices

6.3.4 Newspaper notices were posted in the Scunthorpe Telegraph, the Telegraph, The London Gazette, Lloyd's List and Fishing News on 17 February 2022. The Notices set out the background to the project, the Proposed Development Changes, the consultation methods, contact details and deadline for responses.





6.3.5 A copy of the notice along with scans or proof of publication are included at Appendix 6.3.

Public Information Events

- 6.3.6 Due to the COVID-19 pandemic which the pre-application took place during it was not possible to host physical events in the local community and so the Applicant hosted virtual exhibitions, as set out in the Applicant's Consultation Report [APP-030]. However, during the Proposed Development Changes Consultation the applicant hosted two public information days attended by members of the project team at two community venues located within the ICZ during the consultation period, with a number of consultation banners containing the same information as the newsletter, and a further one containing information about the wider ZCH cluster. Printed copies of relevant Planning Inspectorate Advice Notes (AN8 & AN16) were also provided. The public information events were intended as a chance for the local community to come and discuss the Proposed Development Changes with members of the project team. Attendees were also able to leave comments on physical feedback forms.
- 6.3.7 These public information events were held at the following locations:
 - Crowle Community Hub, Market Place, Crowle 12pm 5:30pm on Thursday 3 March 2022; and
 - St Oswalds Hall, Station Road, Keadby 10am 2pm on Friday 4 March 2022.
- 6.3.8 A copy of the consultation banners can be found at Appendix 6.4 while photos taken during the public information days can be found at Appendix 6.5.

Site Notices

6.3.9 Site Notices advertising the Proposed Development Changes consultation and containing the same information as those posted in newspapers were displayed and monitored at a number of locations around the Site between 17 February 2022 and 15 March 2022 alongside notices advertising the DCO Hearings. A map of the notice locations alongside a photograph of how they appeared in situ can be found at Appendix 6.6.

Project Website

6.3.10 The Applicant's project website was updated with details of the Proposed Development Changes, the related consultation and a number of consultation documents, namely the Non-Technical Summary, Newsletter, Newspaper Advert, Site Location Plan, Proposed Order Limits Plan and privacy notice. Screenshots of the website can be found at Appendix 6.7.





Project Mailing List

- 6.3.11 An update was emailed to individuals who left their contact details on the project mailing list during the pre-application consultation. Attached was the newsletter, Site Location Plan and Proposed Order Limits Plan.
- 6.4 How could feedback be provided/What was the deadline for comments?
- 6.4.1 Members of the local community were able to leave feedback via the following methods:
 - By email: consultation@keadby3.co.uk
 - By phone:
 - Online: via the website:
 - By post: Using the Freepost return card enclosed with the newsletter
 - In Person: Using feedback forms at public information days

6.5 Responses to the Consultation

- 6.5.1 A total of 7 members of the local community attended the first consultation event while 9 attended the second. These attendees include the local Member of Parliament and a Local Councillor.
- 6.5.2 Website analytics showed that a total of 251 users visited the project website during the course of the consultation with an average time spent on page of 3 minutes and 44 seconds.
- 6.5.3 A total of 9 respondents filled in online or physical feedback forms. It is notable that a number of responses referred to the project in general rather than the Proposed Development Changes.
- 6.5.4 The following topics were raised the following number of times (a number of comments covered a range of topics):
 - Community Benefits 2
 - Carbon Capture and Storage 2
 - Traffic and Transport 2
 - Biodiversity 2
 - Pollution 2
 - Support for Project 2
 - Efficiency 1
 - Soil 1







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6.5.5 The regard had to each of the points raised can be found below in Table 7.2 of Section 7. Copies of the responses received from consultees can be found at Appendix 6.8.





7.0 REGARD HAD TO CONSULTATION RESPONSES

7.1.1 This section sets out the regard had by the Applicant to consultation responses received from both Statutory Consultees and Landowners, and the local community. This can be found in Tables 7.1 and 7.2 below, respectively. Although the Proposed Development Changes Consultation was non-statutory it broadly mirrors the requirements of Sections 49 of the PA 2008.





Table 7.2: Regard had to Consultee Responses

CONSULTEE	DATE	SUMMARY OF COMMENTS/ISSUES	REGARD HAD TO COMMENTS ON PROPOSED DEVELOPMENT CHANGES
Northern Gas Networks	18 February 2022	"Unfortunately we do not cover area DN17 3EF you would need to contact cadent gas in regards to this"	Cadent Gas were also consulted as part of the Proposed Development Changes Consultation.
Health and Safety Executive	22 February 2022	"The three proposed extensions to the order limits does not change HSE's advice as given previously."	Noted.
Doncaster Sheffield Airport	23 February 2022	"Many thanks for sending over the plans, I can confirm that Doncaster Sheffield Airport has No Objection to the proposed changes."	Noted.
Eclipse Power	24 February 2022	"We can confirm we do not have anything in this area at present."	Noted.
Ministry of Defence	24 February 2022	Development will cause a potential obstruction hazard to low flying training activities. To address this impact it is necessary for the development to be fitted with MOD accredited 25 candela omni-directional red lighting with an optimised flash pattern of 60 flashes per minute of 200ms to 500ms duration or equivalent infrared lighting on the five tallest structures (Absorber Columns, HRSG Building and HRSG Stack, CO2 Stripper). Developer must also notify Defence Geographic Station prior to commencement.	Requirements 34 and 35 in Schedule 2 of the draft DCO provide for consultation with Ministry of Defence on the timing of construction works, the type of aviation warning lighting to be fitted, and information required for charting tall structures on mapping and the retention of such lighting.
North East Lincolnshire Council	24 February 2022	"I can confirm we have no comments to make."	Noted.
National Highways	28 February 2022	Change 1 – No comments. Change 2 – Routes for AILs will be considered nearer the time.	Document Ref 7.2: Framework Construction Traffic Management Plan (CTMP) has been updated to take into account revised Additional AIL Route only and is submitted with the change application.
		Change 3 – No comments. Change 4 – No comments. Change 5 – Expect HGV numbers to be included in CTMP prior to commencement.	Assessment of HGV numbers included in ES Addendum Chapter 10 (Traffic and Transport) (Document Ref. 10.8).
NATS	28 February 2022	"We acknowledge receipt of the documentation detailing the changes to be effected. I can confirm that NATS's position remains unchanged; no impact is anticipated on our operations and infrastructure."	Noted.





Savills on behalf of Anglian Water	28 February 2022	"I note that a colleague of mine pointed out that the land as referred to in the letter is not within Anglian Water's boundaries, therefore we have no comments or observations to make."	Noted.
Amcotts Parish Council	07 March 2022	 Main observations and concerns: Concerns over height of stacks. There is currently light pollution with the existing plant which will be made worse following the changes. Potential disruption to traffic through Keadby. 	The stacks have been set at a height required by air quality assessment. If a reduction is possible following permitting then that opportunity will be taken, but worst-case scenario has been assessed as part of the Proposed Development Changes. As stated in the Applicant's Comments on Relevant Representations & Additional Submissions document [REP1-021] submitted at Deadline 1, the Applicant notes the concerns regarding the visual impact of construction lighting for Keadby 2 Power Station site which is currently undergoing commissioning. The Applicant notes that Keadby 2 Power Station is not yet operational and the lighting is more prominent before the building is clad. The cladding is currently being installed on Keadby 2 Power Station and is expected to be complete in February 2022 and the transition from construction lighting to permanent lighting complete by late 2022. In relation to the construction and commissioning stages of Keadby 2 Power Station, the Applicant has provided an Indicative Lighting Strategy which is proposed to be secured by Requirement 7 of the draft DCO [APP-005]. Chapter 14 (Landscape and Visual Amenity) of the ES Addendum (Document Ref. 10.8) has found that there will no worse impacts as a result of the Proposed Development Changes. Section 10.8 of ES Addendum Chapter 10 (Traffic and Transportation) (Document Ref. 10.8) provides an updated assessment in relation to the Proposed Development Changes. As a result of the Proposed Development Changes there are no changes to the predicted impacts and effects in relation to the assessed aspects.
Associated British Ports	07 March 2022	"Would it be possible to set up a meeting discussing the changes in the proposed order limits, the inclusion of the riverbed within the waterborne transport offloading area and the implications this will have?"	Meeting held as requested during the consultation period to provide clarifications. No outstanding queries.
GTC UK	09 March 2022	"Thank you for your enquiry, having crossed referenced the location plan with our asset maps it would appear that GTC does not have any assets int vicinity at this current stage;"	Noted.
Environment Agency	14 March 2022	Likely that changes will result in adverse impacts on biodiversity but not any significant adverse impacts which cannot be mitigated through the LBMEP.	As described in ES Addendum Volume I – Proposed Development, Change 1 involves no construction works or permanent works of development and is only required for the construction phase of the Proposed Development.
		Change 1 – Changes does not include construction works so have no comments. Change 2 – Want demonstration that temporary steel bridges will be mitigated and information of timings. Also own some affected land so would welcome further discussions.	in the Proposed Development Changes consultation, we have removed this land and it is not included in this Change Request. Effects in relation to temporary steel bridges spanning two ditches of the Additional AIL Route are outlined in Section 12.8 of ES

DWD



		Changes 3 and 4 – No comments.	Changes 2. E noted
		Change 5 – No comments but observe that this will provide flood risk protection.	Changes 3 – 5 noted.
Natural England	14 arch 2022	The Habitats Regulations Assessment (HRA) which was previously produced for this development should be updated to reflect the change to the proposed plans, as there may be potential for additional impacts to designated sites. As the new plans detail that larger transport vessels will be utilised for the development, and these will rest on the riverbed, potential damage to designated habitat should be considered. Also, if there is construction planned within the boundary of the designated site to accommodate these vessels, the assessment must consider the potential for impacts due to loss of habitat. Also, it should be clarified whether the offloading area will only be required during the construction phase, or if it will be used during the operation phase of the development. The assessment must also include consideration of the potential for additional disturbance impacts due to movements of the large vessels throughout the designated site. There should be assessment of changes to air quality impacts which may arise to the designated sites due to the proposed modifications. This should be considered for both the vessel movements, and for the increase in heights of the carbon dioxide absorbers and carbon dioxide stripper column.	The type and maximum size of vessels proposed is consistent with the vessels that were used for the AlL deliveries during construction of Keadby 2 Power Station i.e. the largest vessels are predicted to be 82m length, 11.5m beam as reported in the submitted ES. Given the above, it is considered that Change 1 does not trigger any specific requirement for updates to ES Addendum Chapter 11 (Biodiversity and Nature Conservation) (Document Ref. 10.8) or the HRA Appropriate Assessment. Use of Railway Wharf is only required for the construction phase of the Proposed Development. Change 1 does not change the number or type of vessels proposed to use the Wharf from those already assessed in the Application. Use of the Wharf will only take place during the construction period and use will be consistent with typical and recent (Keadby 2 Power Station) operational port related activity by vessels. As an active port, a small number of vessels do rest on the riverbed when moored and the proposed use (and any related disturbance effects) is considered routine and entirely consistent with current practices at the Wharf as a commercial port facility. Section 11.8 of the ES Addendum Chapter 11 (Biodiversity and Nature Conservation) (Document Ref. 10.8) provides an updated assessment regarding biodiversity impact. As reported in the Application, 35 – 40 vessels is significantly lower than the threshold for screening of air quality effects and therefore the assessment of emissions from vessels was screened out of the Application. As mentioned above, Change 1 does not change the number or type of vessels proposed to use the Wharf from those already assessed in the Application and this aspect has therefore not been considered further.
Humberside Fire and Rescue	15 March 2022	Comments relating to standard advice for access and water supplies for the fire service.	Requirement 11 of Schedule 2 requires that before building Works 1 or 8 fire prevention measures are to be approved by the local planning authority, including details of the specification and location of accesses for the use of all fire appliances in all the major building structures and storage areas. These measures must thereafter be retained.
Network Rail	18 March 2022	"In relation to the above application I can confirm that Network Rail has no comment to make in respect of these changes outlined in this latest submission which we do not anticipate will impact on the railway. Comments that we have made previously to the overall scheme remain applicable"	

DWD



Trinity House	18 March 2022	"Please be advised that Trinity House has no comments to make concerning these proposed changes outlined in the attached."	
Historic England	19 March 2022	Change 1 — Seek to confirm that no additional dredging/channel modification works are required or increased erosive processes and hence no likely increased or new archaeological impacts in channel or bank side. Change 2 — Do not anticipate change resulting in likely additional significant environmental affects (unless AlLs increased in length). Change 3 — Do not anticipate increased impacts upon designated heritage assets. Change 4 — Do not anticipate increased impacts upon designated heritage assets. Change 5 — Could potentially increase impacts if new borrow pits are required or storage areas / footprints of platforms increase, but not indicated in documents.	including any construction work in the river that would result in any change to the bankside which is an existing structure with piled foundations to bedrock. As an active port, small numbers of vessels do rest on the river bed when moored and the proposed use is considered routine and entirely consistent with current practices at the Wharf as a commercial port facility.
Maritime and Coastguard Agency	20 March 2022	"It is our understanding that the changes effecting the marine environment are all located within a Statutory Harbour Authority (SHA) area, and the SHA would be responsible for the safety of navigation within their waters. Therefore, on the understanding that ABP Humber and the Canal and River Trust are consulted, and that the Navigation Risk Assessment is updated to reflect the proposed changes, the MCA would have no concerns on this occasion. We would also like to remind the applicant of the Port Marine Safety Code (PMSC) and its Guide to Good Practice, and we would expect this project to be carried out in accordance with the Code."	Noted. Please refer to consultation with ABP noted in this table.
UK Health Security Agency	21 March 2022 (accepted after close of consultation)	"The submitted Environmental Statement (ES) Addendum Non-Technical Summary provides only a high-level summary of the potential air quality impacts arising from the proposed change in stack height. This suggests that there would not be significant changes to the results of the air quality impact assessment. However, without reviewing the updated Air Quality Chapter (and associated technical appendices), we are unable to comment on whether this would alter the advice and recommendations made in our earlier correspondences."	

DWD



North Lincolnshire	24 March	2022
Council	(accepted	after
	close	of
	consultation)
		,

- · Air Quality the LPA would expect the assessment of emissions resulting from Change 3 to be submitted as part of the application for material change.
- Noise and Vibration Similar to above.
- Contamination Import of soil has now increased to 180,000m3. The re-use of excavated materials during construction will be governed by either a Materials Management Plan developed in accordance with relevant guidance including 'The Definition of Waste: Development Industry Code of Practice' (CL:AIRE, 2011), an environmental permit or a relevant exemption. Any imported soil will also need to be suitable for use at the proposed development site.
- Ecology The inclusion of riverbed within the Waterborne Transport Offloading Area will need to be addressed in the Habitats Regulations Assessment.
- Traffic and Transport No concerns about changes to a additional AIL route. With regards to the proposal to increase the volume of imported soils the Local Highway Authority would like to see further clarification around vehicle movements assumed within the Rochdale Envelope assessment provided in the ES. As it stands, it is not clear that this additional increase in vehicle movements has been allowed for. The proposed increase in importation of soils could represent a significant increase in vehicle movements over and above the original assumptions.
- Landscape and Visual Impact The increase to the maximum heights of the carbon dioxide absorbers/stacks, if two are installed, and the increase to the maximum heights of the carbon dioxide stripper column will need to be addressed in the Landscape and Visual Impacts Assessment.
- Cultural Heritage Change 2 has the potential to impact previously unrecorded archaeological remains of prehistoric to Roman date. Archaeological field evaluation is required to assess the heritage significance of the proposed change area, to inform the EIA and any subsequent mitigation that may be appropriate. The applicant is currently preparing to undertake archaeological trial trenching under the Rule 17 Response for Heritage. The Change 2 area should be added to the scope of this imminent fieldwork.

- Section 8.8 of ES Addendum Chapter 8 (Air Quality) (Document Ref. 10.8) provides an updated assessment. Appendix 8B: Air Quality Operational Phase of ES Addendum Volume II (Application Document Ref. 6.3.6 - Rev 02) provides the results of updated dispersion modelling.
- Section 9.8 of ES Addendum Chapter 9 (Noise and Vibration) (Document Ref. 10.8) provides an updated assessment. Appendix 9B: Operational Noise Information of ES Addendum Volume II (Application Document Ref. 6.3.9 – Rev 02) provides the data and assumptions used in the updated modelling.
- Sourcing and importing soil will take into consideration the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food & Rural Affairs, 2018) as set out within Application Document Ref. 7.1: Framework Construction Environmental Management Plan; the most recent version of this (Revision 02) is submitted at Deadline 3 [REP3-010].
- Document Ref. 5.12: HRA Appropriate Assessment Rev 03 is submitted with the change application although as noted above, use will be consistent with typical and recent (Keadby 2 Power Station) operational port related activity by vessels. As an active port, a small number of vessels do rest on the riverbed when moored and the proposed use (and any related disturbance effects) is considered routine and entirely consistent with current practices at the Wharf as a commercial port facility.
- Section 10.8 of ES Addendum Chapter 10 (Traffic and Transportation) (Document Ref. 10.8) provides an updated assessment in relation to the heavy goods vehicle (HGV) associated with Proposed Change 5.
- The increase in maximum heights has been addressed within ES Addendum Chapter 14 (Landscape and Visual Amenity) (Document Ref. 10.8).
- NLC's comments on Cultural Heritage have been noted by the Applicant. NLC responded to additional information provided by AECOM which comprised information on previous ground disturbance and the proposed construction methodology related to Proposed Development Change 2 to the Additional AIL Route. NLC confirmed (04 April 2022 - Additional Technical Engagement for ES Addendum) that they are satisfied that no archaeological work is required in relation to Proposed Development Change 2.





Table 7.3: Regard had to Local Community Responses

TOPIC	SAMPLE COMMENTS	REGARD HAD TO COMMENTS ON THE PROPOSED DEVELOPMENT CHANGES
Community Benefits	"Can the cycle route along Bony Hail Road be re-opened beyond the iron gates and through to Keadby?"	It is not envisaged that it will be safe to have public usage of the former Bonnyhale Road for cyclists or others as this will directly conflict with construction and operational traffic for Keadby 3 using the improved A18 access (Works 8-9) for the long section between North Pilfrey Bridge and Chapel Lane. The improvement and permanent usage of the A18 entrance for Keadby 3 was consulted on as part of the Stage 2 statutory consultation and received positive comments overall leading it to be selected as the preferred main access for construction and operational phases. Further information can be found in Section 16 of the Consultation Report [APP-030].
	"Miniature wind turbine for Amcotts Parish Council"	The Applicant's Stakeholder team has been engaging with Amcotts Parish Council on this point, separately to the Proposed Development and Proposed Development Changes. It is not directly related to the Proposed Development or the Proposed Development Changes so would not be suitable for securing via legal agreement.
Carbon Capture and Storage	"what is the planned disposal of the carbon dioxide-is this to be sold ex plant and then transported by rail/ road to users or to be transported for storage underground. If stored what is the further energy use to storage and what further reduction in overall thermal efficiency results"	Carbon capture and storage (CCS) is a technology that can capture at least 90% of the carbon dioxide emissions produced from the use of fossil fuels in electricity generation and industrial processes, preventing the carbon dioxide from entering the atmosphere and is supported in the Government's Net Zero Strategy: Build Back Greener ³ . The CCS chain consists of three parts; capturing the carbon dioxide, transporting the carbon dioxide, and securely storing the carbon dioxide emissions underground, in depleted oil and gas fields or deep saline aquifer formations.
		The capture carbon dioxide from the Proposed Development will be transported via pipeline to be operated by National Grid and its partners to a permanent storage site under the North Sea. To transport the carbon dioxide it will be compressed and then pumped. The compressors will require around 50MW of electrical power to operate. That power could be supplied from the Proposed Development or from the UK electrical transmission system, as appropriate.
Traffic and Transport	"Pot holes/road damage from National Grid compound to Vazon Bridge. Repairs Necessary."	Current National Grid works do not relate to the Proposed Development nor the Proposed Development Changes.
	"Can you make sure everyone uses the green cross code please!?"	The main entrance for the Proposed Development will be via the A18 and all construction and operational staff will be reminded to arrive at and leave the Site safely.
Biodiversity	"I like that biodiversity is of huge importance and over the 50 years since I left it has flourished, not declined."	Noted.



		The Landscape and Biodiversity Management and Enhancement Plan will set out proposals for any replacement planting and enhancement. It will demonstrate that there is an overall enhancement of wildlife habitats for the benefit of biodiversity.
Pollution	"Air pollution - exactly what & how much?"	An Air Quality Assessment which looks at existing air quality, the potential impact of the facility, including the Proposed Development Changes related to the increased height of up to two absorbers and CO2 stripper, and associated traffic on local air quality, and any mitigation measures, has been undertaken as part of an updated Environmental Impact Assessment to accompany the change application. The location and height of the stacks will be designed using results from detailed dispersion modelling to minimise the potential for significant effects on both human and ecological receptors. Chapter 8: Air Quality of the ES Addendum (Document Ref. 10.8) and accompanying Appendix 8.4 provide further information.
	"The light pollution currently emitted is a disaster for the wildlife with the birds singing at 3 am, and who knows what's in the emissions being pumped out."	As stated in the Applicant's Comments on Relevant Representations & Additional Submissions document [REP1-021] submitted at Deadline 1, the Applicant notes the concerns regarding the visual impact of construction lighting for Keadby 2 Power Station site which is currently undergoing commissioning. The Applicant notes that Keadby 2 Power Station is not yet operational and the lighting is more prominent before the building is clad. The cladding is currently being installed on Keadby 2 Power Station and is expected to be complete in February 2022 and the transition from construction lighting to permanent lighting complete by late 2022. In relation to the construction and commissioning stages of Keadby 2 Power Station, the Applicant has provided an Indicative Lighting Strategy which is proposed to be secured by Requirement 7 of the draft DCO [APP-005].
Efficiency	"what impact does the proposed changes in stack height-and possible other changes in the plant have on the overall thermal efficiency of the generation of electricity. Specifically what is the thermal efficiency of the CGGT plant as reduced by the energy impact of the integrated cooling and water provision. What is the further reduction in thermal efficiency of generation as reduced by revised carbon dioxide absorbers/strippers and all associated plant"	will have no effect on the plant thermal efficiency. As the CCGT will be a new plant, its electrical efficiency will be one of the highest in the UK at around 61-63%. By integrating the steam provision with the carbon capture plant the net output efficiency will drop to
General Support	"I am very pleased to see how you are progressing and keeping everyone informed. I lived here in the 60's and to see that Keadby is not only still going but at huge value to me and makes me proud."	Noted.
Soil	"My only concern is where the soil is going to be imported from"	Sourcing and importing soil will take into consideration the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Department for Environment, Food & Rural Affairs, 2018) as set out within Application Document Ref. 7.1: Framework Construction Environmental Management Plan; the most recent version of this (Revision 02) is submitted at Deadline 3 [REP3-010].
Safety	"Safety"	The Change Request will not affect safety considerations.



		The siting, layout, design, technology, and construction methods will ensure safe construction, commissioning and operation. Safety is substantially regulated outside of the planning process such as through the Construction Design and Management Regulations, pipeline safety standards, Control of Major Accident Hazards (COMAH) Licencing and the Environmental Permit.
Need	"Why are we relying on Gas when you stopped putting more wind turbines up?"	There is a substantial national need for new flexible forms of generation to respond to market changes and ensure security of supply. We believe flexible and efficient gas-fired generation will play this critical role in the transition to Net Zero, providing reliable back-up power to complement renewables and displacing older and more carbon-intensive alternatives. As the Committee on Climate Change has said, planning for the deployment of CCS is a "necessity not an option" and a significant low-carbon economy will be needed to achieve 2050 targets; actions to deliver them need to be accelerated.

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8.0 CONCLUSION

- 8.1.1 The Applicant carried out a consultation on a number of Proposed Development Changes to the Proposed Development between 17 February 2022 and 20 March 2022.
- 8.1.2 The Applicant consulted Statutory Consultees and Landowners via letter and email and the local community via a mixture of methods including the first public information events related to the Proposed Development. The methods used were explained to the Local Planning Authority beforehand and broadly mirrored those used in the published SoCC. It was possible to implement these in full and carry out an effective consultation.
- 8.1.3 The Applicant has reviewed the feedback received and shown due regard to relevant responses as set out in Section 7 above.
- 8.1.4 The consultation is therefore considered to fulfil the criteria set out in Advice Note 16 and the ExA's Response to Applicant's letter dated 1 February 2022 [PD-011].





APPENDIX 4.1: EMAIL TO NLC

From:
To:
Cc:
Subject: Keadby 3 [Filed 09 Feb 2022 18:04]
Date: 09 February 2022 18:04:10

Attachments: image002.png

Dear Andrew

Hope you're well – I wanted to touch base on the main areas of work we're underway with.

Deadline 3 submission

I am going to send you (today, hopefully) an updated SoCG that draws together the points in our respective D2 submissions and allows us to submit an updated draft at D3.

It will be acceptable to ExA for this to be more of an account of where we got to at D2. However I would be happy to set up a meeting – perhaps try this Fri as it seemed to work well before – to go through the points raised, some of which we've not discussed yet I think, and try to move forward on these?

As a general point I wondered if we should each endeavour to cc each other in relevant submissions at deadlines because PINS seem to take approaching 2 days to upload documents to the website (D2 only went up on Thurs 3rd) which is 1/5 of the time between deadlines. It is entirely up to you, of course, but I think it might be a bit more efficient.

Changes Consultation

Finally, ExA has responded to us with advice (corresponding to 'step 2' in Advice Note 16) on the prospective change application. This can be read . In short he is content with our proposed consultation methods but has clarified what he's expecting in our change request ('step 4') in April. The point about land along the AIL route is for us to deal with as it's SSE owned land, not third party land, so should not become an issue. I am showing below a brief summary the consultation we have planned.

SSE's stakeholder manager, Jade Fernandez, and I are setting up the consultation at present, and I would like to provide further information on the consultation methods we are putting in place. This clarifies the matters set out in section 5 of the document sent to PINS and yourself on 1/2/22.

- 1. A four page newsletter including photomontages, red line plan and text description of changes and the 'steps' process, to be distributed by post to the SoCC inner zone between 16-18 February. This will have a feedback postcard enclosed. We go to print on this on Friday 11/2/22.
- 2. A non technical document containing PEI will be published on the project website from 17 February.
- 3. Our 0800 number, email address, freepost address are available to provide feedback.
- 4. The consultation will be advertised via adverts in Scunthorpe Telegraph (17 February edition), as well as the Fishing News, and The Telegraph, and (notice versions) London Gazette and Lloyd's List.

- 5. The consultation will run for 30 days from 18/2 to 20/3.
- 6. We have booked two local venues for information days as follows, which will be staffed by members of the project team (including Jade and myself). You would be very welcome to drop by, either as we're setting up or during the public times.
- 7. We will write with a detailed letter to all previous statutory consultees/land interests/local authorities, enclosing a red line plan and description of the changes. The letter will be similar in terms of content/detail to our S42 and S56 consultation letters but will not quote statutory provisions given that this is a voluntary consultation.



I believe the consultation proposed is comprehensive and will allow a fair consultation. Throughout we have had regard to similar exercises carried out by promoters on DCO projects such as Sizewell C, and the methods employed in our SoCC and which worked well pre application.

Kind regards

Colin Turnbull
BSc (Hons) MSc MRTPI
Partner



Chartered Surveyors & Town Planners 6 New Bridge Street London EC4V 6AB



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APPENDIX 5.1: LISTS OF CONSULTEES

Interested Party Name	Interested Party Address	Land Title/interest type	Land Description	E-mail address
		HS248136	The Hollies Farm, Trentside, Keadby (DN17 3EF)	
		Subsoil	Drain and Chapel Lane at Keadby, Scunthorpe	
		HS355540	Land to the north west of Chapel Lane, Keadby	
		Access	Land lying to the north and north west of Chapel Lane,	
			Keadby	
		HS289805	Land on the North West side of Keadby Junction, Althorpe	
		Subsoil	Unnamed private road, north of North Soak Drain and south of Chapel lane, Keadby, Scunthorpe	
		Access	Chapel Lane at Keadby, Scunthorpe	
The Company Secretary	Associated Waterway Services Limited	HS111859	Land and buildings on the west side of Trent side and land	
	17-27 Queen's Square Middlesbrough TS2 1AH		and buildings on the north east side of Station Road, Keadby	
The Company Secretary	Barclays Security Trustee Limited	HS248136	The Hollies Farm, Trentside, Keadby (DN17 3EF)	
	1 Churchill Place London E14 5HP			
The Company Secretary	British Telecommunications Public Limited Company	Apparatus	Land at Keadby Power Station and Keadby Common,	
	1 Braham Street London E1 8EE		Keadby, Scunthorpe	
The Chief Executive	Canal & River Trust First Floor North	HS358362	Part of Stainforth and Keadby Canal lying to the south east of North Pilfrey Farmhouse, Ealand, Scunthorpe	
	Station House 500 Elder Gate		Part of Stainforth and Keadby Canal lying to the south east	
	Milton Keynes	HS359356	of Vazon, Swingbridge House, Keadby, Scunthorpe	
	MK9 1BB		Land at Stainforth And Keadby Canal, Keadby, Scunthorpe	
		HS379082	Chapel Lane at Keadby, Scunthorpe and foreshore and bed	
		Access	of the River Trent, Keadby	
		Access		
		HS348640	Salisbury House Farm, Keadby (DN17 3EY)	
		Subsoil	Drains, west of Trent Side and north of Chapel Lane,	
			Keadby, Scunthorpe Chapel Lane at Keadby, Scunthorpe	
		HS385923	Hawthorne House, Chapel Lane, Keadby, Scunthorpe	
			(DN17 3EN)	
The Chief Executive	Environment Agency	HS357099	Land at Keadby, Scunthorpe	
	Waterside Drive Almondsbury	HS357580	Land lying to the west of Chapel Lane, Keadby, Scunthorpe	
	Bristol BS32 4UD		Land at Keadby Junction, Chapel Lane, Keadby, Scunthorpe	
		HS357811		
			Part of Stainforth and Keadby Canal lying to the south east of Vazon, Swingbridge House, Keadby, Scunthorpe	
		HS359356	Land at River Torne, land at Hatfield Waste Drain, land at Three Rivers, land at North Engine Drain and land	
		HS371900	at South Engine Drain, Crowle, Scunthorpe	
			Land at Hatfield Waste Drain, Land at North Engine Drain, Land at River Torne and Land at Three Rivers, Crowle	
		HS372002	Land at Stainforth And Keadby Canal, Keadby, Scunthorpe	
			Public highway (A18), north of River Torne, west of Althorpe	
		HS379082	South Soak Drain, south of Stainforth and Keadby Canal, Keadby, Scunthorpe and of River Trent, east of Keadby Wharf, Keadby, Scunthorpe	
		Subsoil	Chapel Lane at Keadby, Scunthorpe	
		Tenant occupier	Salisbury House Farm, Keadby (DN17 3EY)	
		HS323088	Pilfrey Farm, Crowle, Scunthorpe (DN17 4DH)	
		HS355540	Land to the north west of Chapel Lane, Keadby	
		HS280538	Land on the west side of Trentside, Keadby	
		Subsoil	Drain, west of Trent Side, Keadby, Scunthorpe	
The Company Secretary	Mammoet UK Limited	Unregistered	Land at Keadby Wharf, north of Stainforth and Keadby	
	Beatrix House Tyne View Terrace Wallsend		canal swing bridge and south of Trent Side (B1392), Keadby	
	NE28 6SG			

The Company Secretary	National Grid Electricity Transmission PLC	HS308249	Land at Keadby, Scunthorpe	
, , , , , , , , , , , , , , , , , , , ,	1-3 Strand London	HS367748	Land at Keadby Power Station, Trentside, Keadby,	
	WC2N 5EH		Scunthorpe	
		HS221644	Land on the East side of Chapel Lane, Keadby	
		HS375015	Land at Keadby Power Station, Chapel Lane, Keadby, Scunthorpe	
		Overhead cables and pylons		
		Underground cables	Common, Scunthorpe	
		Access	Land around Chapel Lane, Keadby, Scunthorpe	
		Access	Chapel Lane, Keadby, Scunthorpe and jetties and sluice at River Trent, east of Keadby Power Station	
		Subsoil	Chapel Lane, Keadby, Scunthorpe	
		Underground Water Pipes	Land at Keadby Power Station and north of it	
		Electric lines	Land at Readby Fower Station and Horth Oric	
			Land lying to the north and north west of Chapel Lane, Keadby	
The Company Secretary	National Grid Gas PLC 1-3 Strand	Apparatus	Land at keadby Power Station and north of Stainforth and Keadby Canal	
	London WC2N 5EH		Readily Carial	
The Company Secretary	National Westminster Bank plc	HS280538	Land on the west side of Trentside, Keadby	
The Company Secretary	250 Bishopsgate London EC2M 4AA	113280336	Land on the west side of Trentside, Readby	
The Chief Executive	Network Rail Infrastructure Limited 1 Eversholt Street	Unregistered	Part of railway and North Soak Drain, lying to the south east of North Pilfrey Farmhouse, Ealand, Scunthorpe	
	London NW1 2DN		esse of restarrancy ranninouse, caland, sculturorpe	
		HS280538	Land on the west side of Trentside, Keadby	
		Subsoil	Drain, west of Trent Side, Keadby, Scunthorpe	
The Chief Executive	North Lincolnshire Council	HS334213	Land on the east side of Trentside, Keadby	
	c/o Head Of Legal And Democratic Services Pittwood House	Adopted Highway	Chapel Lane, Trent Side and A18 around Keadby,	
	Ashby Road Scunthorpe		Scunthorpe	
	DN16 1AB	Apparatus	Land around Keadby Power Station, Keadby, Scunthorpe	
The Company Secretary	Northern Powergrid (Yorkshire) plc Lloyds Court	HS183671	Land on the South side of Chapel Lane, Keadby	
	78 Grey Street Newcastle Upon Tyne	HS358556	Land on the south side of Chapel Lane, Keadby, Scunthorpe	
	NE1 6AF	Overhead cables	Land at and around Keadby Power Station, Keadby, Scunthorpe	
		Subsoil	Public highway (Chapel Lane) and Kelsey Drain at Keadby, Scunthorpe	
		Overhead cables	Land lying to the north and north west of Chapel Lane, Keadby	
		overneda cables	Land and Buildings on the East and West side of Chapel	
		Electric lines	Lane, Keadby	
		Access	Chapel Lane at Keadby, Scunthorpe	
The Company Secretary	Pd Ports Properties Limited 17-27 Queen's Square	HS383606	Land lying to the west of Trentside, Keadby, Scunthorpe	
	Middlesbrough TS2 1AH	Subsoil	Public highway (Trent Side, B1392), Keadby, Scunthorpe	
The Company Secretary	Railway Wharf (Keadby) Limited Valley House	Unregistered	Land at Keadby Wharf, north of Stainforth and Keadby canal swing bridge and south of Trent Side (B1392), Keadby	
	Valley Farm North Lane		Land at Foreshore Of River Trent, Keadby, Scunthorpe	
	Swaby Alford	HS392255	Public highway (Trent Side, B1392), Keadby, Scunthorpe	
	LN13 OBD	Subsoil		
		Access	Chapel Lane at Keadby, Scunthorpe	
		HS348640	Salisbury House Farm, Keadby (DN17 3EY)	
		Subsoil	Drains, west of Trent Side and north of Chapel Lane, Keadby, Scunthorpe	
		HS350339	Chapel Lane at Keadby, Scunthorpe land lying to the north and north west of Chapel Lane,	
			Keadby	
		HS355540	Land to the north west of Chapel Lane, Keadby	
		Subsoil	Drain, north west of Chapel Lane, Keadby, Scunthorpe	
		HS293828	Land at the back of 76 Chapel Lane, Keadby, Scunthorpe	
		Subsoil	Drain, north of Chapel Lane, Keadby, Scunthorpe	
The Chief Executive	Sea Cadets Scunthorpe	Access	Chapel Lane at Keadby, Scunthorpe	
	Wragby Road Scunthorpe		, , , , , , , , , , , , , , , , , , ,	
	DN17 2HG			

The Company Secretary	Severn Trent Water Severn Trent Centre	Apparatus	Land south east and west of Trent Side	
	2 St John's Street			
	Coventry CV1 2LZ			
		HS248136	The Hallies Farm Treatside Keedley (DN47 255)	
			The Hollies Farm, Trentside, Keadby (DN17 3EF)	
		Subsoil	Drain and Chapel Lane at Keadby, Scunthorpe	
		Tenant occupier	Grassland and drain (Warping Drain), west of Trent Side,	
	_		Keadby, Scunthorpe	
		HS348640	Salisbury House Farm, Keadby (DN17 3EY)	
		Subsoil	Drains, west of Trent Side and north of Chapel Lane,	
		Subson	Keadby, Scunthorpe	
			Chapel Lane at Keadby, Scunthorpe	
The Chief Executive	The Crown Estate Commissioners 1 St James's Market	HS288642	Foreshore and bed of River Trent, Keadby	_
	London			
	SW1Y 4AH			
The Chief Executive	The Isle of Axholme and North Nottinghamshire Water	HS360005	Drainhead, North End, Keadby	
	Level Management Board Wellington House	Drain maintenance	Land at Keadby, Scunthorpe	
	Manby Park Manby			
	Louth			
	LN11 8UU			
The Chief Executive	The Queen's Most Excellent Majesty In Right Of Her Crown 1 St James's Market	HS346550	Foreshore and bed of the River Trent, Keadby	
	London	HS358424	Land adjoining The River Trent, Keadby, Scunthorpe	
	SW1Y 4AH			—
		HS385923	Hawthorne House, Chapel Lane, Keadby, Scunthorpe	
		n5385923	(DN17 3EN)	
		Subsoil	Drain (Kelsey Drain), south of Chapel Lane, Keadby,	
			Scunthorpe	
The Company Secretary	Yorkshire Water Limited	Apparatus	Land at Chapel Lane, Trent Side and Keadby Wharf,	
	Western House Halifax Road		Keadby, Scunthorpe	
	Bradford			
	BD6 2SZ			
The Company Secretary	Keadby Developments Limited Sse Plc	HS211933	Land and Buildings on the East and West side of Chapel Lane, Keadby	
	Keadby Power Station		·	
	Trentside Keadby	HS212115	Keadby Power Station, Trentside, Keadby, Scunthorpe (DN17 3EF)	
	Scunthorpe DN17 3EF			
	DNI/ SEI	HS211931	Land and Buildings lying to the South of Chapel Lane,	
			Keadby	
		Unregistered – plots 57, 58, 59, 73, 74, 92, 93, 98, 99,	Land at Keadby, Scunthorpe	
		101, 102, 103, 171		
The Company Secretary	Keadby Wind Farm Limited	HS323088	Pilfrey Farm, Crowle, Scunthorpe (DN17 4DH)	
	No.1 Forbury Place 43 Forbury Road	HS357099	Land at Keadhy Scunthorne	
	Reading		Land at Keadby, Scunthorpe	
	RG1 3JH	HS350339	Land lying to the north and north west of Chapel Lane, Keadby	
		LICATE TO		
		HS355540	Land to the north west of Chapel Lane, Keadby	
		HS370707	Land lying to the north-west of Chapel Lane, Keadby, Scunthorpe	
		usasaas=		
		HS369907	Land at Ealand, Scunthorpe	
The Company Secretary	SSE Generation Limited No.1 Forbury Place	HS372002	Land at Hatfield Waste Drain, Land at North Engine Drain, Land at River Torne and Land at Three Rivers, Crowle	
	43 Forbury Road			
	Reading RG1 3JH	HS371900	Land at River Torne, land at Hatfield Waste Drain, land at Three Rivers, land at North Engine Drain and land at South	
			Engine Drain, Crowle, Scunthorpe	
			Part of Stainforth and Keadby Canal lying to the south east	
		HS358362	of North Pilfrey Farmhouse, Ealand, Scunthorpe	
			Land at Keadby, Scunthorpe	
			Landar Was Har S	
		HS357099	Land at Keadby, Scunthorpe	
		Unregistered – plots 28, 29,		
		91, 95, 100		
The Company Secretary	SSE PIC	HS278075	Land on the north side of the A18, Belton	
	Inveralmond House 200 Dunkeld Road		Γ	
	Perth			
	PH1 3AQ			
	Pakhus 48			
			Temporary use of 4202 60 square metres of assess read	
The Company Secretary	Klubiensvej 22, Nordhavn 2150 Copenhagen Denmark	CM Biomass	Temporary use of 4303.69 square metres of access road, hardstanding and shrubbery, west of Trent Side, Keadby, Scunthorpe	

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notified under s56(2)(a), (aa)

Inconnetorata			fied under s56(2)(a), (aa)					
Inspectorate lame	Organisation Name	Address line 1	Address line 2	Address line 3	Address line 4	Postcode	Email Address	Email or Po
he Chief Execu ive	NSIP Consultations - The Health and Safety Executive	Address line 1	Building 2.2 - Redgrave Court	Merton Road	Boo le	L20 7HS	NSIP.applications@hse gov.uk	Email
The Chief Execu ive	Natural England Consulta ion Service	Hornbeam House	Electra Way	Crewe Business Park	Crewe	CW1 6GJ	consultations@naturalengland.org.uk;	Email
he Chief Execu ive	Natural England Consulta ion Service	Hornbeam House	Electra Way	Crewe Business Park	Crewe	CW1 6GJ	g	Email
The Chief Execu ive	Historic England	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA		Email
he Chief Execu ive	Historic England	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA		Email
he Chief Execu ive	Historic England	4th Floor	Cannon Bridge House	25 Dowgate Hill	London	EC4R 2YA	e-midlands@HistoricEngland.org.uk;	Email
ne Chief Execu ive	Humberside Fire and Rescue Service Headquarters	Summergroves Way	Hull	East Yorkshire	London	HU4 7BB	publicsafetycentre@humbersidefire.gov.uk;	Email
e Chief Execu ive	•	. ,					publicsaletycentre@numbersidelire.gov.uk,	Email
	Humberside Fire and Rescue Service Headquarters	Summergroves Way	Hull	East Yorkshire		HU4 7BB		
e Chief Execu ive	Humberside Fire and Rescue Service Headquarters	Summergroves Way	Hull	East Yorkshire		HU4 7BB		Email
e Chief Execu ive	Humberside Fire and Rescue Service Headquarters	Summergroves Way	Hull	East Yorkshire		HU4 7BB	BusinesssafetyNL@humbersidefire.gov.uk;	Email
ne Police and Crime Commissione		The Lawns	Harland Way	Cottingham		HU16 5SN		Email
ne Police and Crime Commissione		The Lawns	Harland Way	Cottingham		HU16 5SN		Email
ne Parish Clerk	Keadby with Althorpe Parish Council	18 Woodgarr Avenue	Keadby	Scunthorpe	North Lincolnshire	DN17 3BZ	keadbywithalthorpeparishcouncil@yahoo.com	Email
e Parish Clerk	Crowle and Ealand Town Council	Community Hub	52-54 High Street	Crowle		DN17 4LB	clerk@crowleandealandcouncil.org	Email
e Chief Execu ive	Environment Agency	Waterside Drive	Almondsbury	Bristol		BS32 4UD		Email
e Chief Execu ive	Environment Agency	Waterside Drive	Almondsbury	Bristol		BS32 4UD	LNplanning@environment-agency.gov.uk;	Email
e Chief Execu ive	Homes England	One Friargate	Coventry			CV1 2GN		Email
e Chief Execu ive	Homes England	One Friargate	Coventry			CV1 2GN	enquiries@homesengland gov.uk;	Email
ne Chairman	Joint Nature Conserva ion Committee	Monkstone House	City Road	Peterborough		PE1 1JY	communications@jncc.gov.uk	Email
e Chief Execu ive	The Maritime and Coastguard Agency – Humber	HM Coastquard Yorkshire and Lincolnshire	-	Bridlington	East Yorkshire	YO15 2LX	navigationsafety@mcga.gov.uk;	Email
e Chief Execu ive	The Maritime and Coastguard Agency – Humber	HM Coastquard Yorkshire and Lincolnshire	Limekiin Lane	Bridlington	East Yorkshire	YO15 2LX	navigationoaloty@moga.gov.ak,	Email
e Chief Execu ive	The Maritime and Coastguard Agency – Humber						hullmo@mcga gov.uk;	Email
	0 0 ,	HM Coastguard Yorkshire and Lincolnshire		Bridlington	East Yorkshire	YO15 2LX	namnownioga gov.uk,	
e Chief Execu ive	Marine Management Organisation (MMO)	Lancaster House	Hampshire Court	Newcas le upon Tyne		NE4 7YH	·,	Email
e Chief Execu ive	Marine Management Organisation (MMO)	Lancaster House	Hampshire Court	Newcas le upon Tyne		NE4 7YH	,	Email
e Chief Execu ive	Marine Management Organisation (MMO)	Lancaster House	Hampshire Court	Newcas le upon Tyne		NE4 7YH		Email
e Chief Execu ive	Marine Management Organisation (MMO)	Lancaster House	Hampshire Court	Newcas le upon Tyne		NE4 7YH		Email
e Chief Execu ive	Marine Management Organisation (MMO)	Lancaster House	Hampshire Court	Newcas le upon Tyne		NE4 7YH	marine.consents@marinemanagement.org.uk;	Email
e Chief Execu ive	Civil Aviation Authority	Directorate of Airspace Policy	CAA House	45-59 Kingsway	London	WC2B 6TE	Airspace@caa.co.uk	Email
e Secretary of State for Transport	t Department for Transport	Great Minster House	33 Horseferry Road	London		SW1P 4DR		Email
e Chief Execu ive	Highways England (Yorkshire and Nor h-east)	National Traffic Operations Centre	3 Ridgeway	Quinton Business Park	Birmingham	B32 1AF	LandEnquiries@highwaysengland.co.uk	Email
e Chief Execu ive	Highways England (Yorkshire and Nor h-east)	National Traffic Operations Centre	3 Ridgeway	Quinton Business Park	Birmingham	B32 1AF		Email
e Chief Execu ive	Canal & River Trust	First Floor North Station House	500 Elder Gate	Milton Keynes	<u>u</u>	MK9 1BB	:	Email
e Chief Execu ive	Canal & River Trust	First Floor North Station House	500 Elder Gate	Milton Keynes		MK9 1BB	,	Email
e Chief Execu ive	Canal & River Trust	First Floor North Station House	500 Elder Gate	Milton Keynes		MK9 1BB	planning@canalrivertrust.org.uk;	Email
e Chief Execu ive	Public Health England NSIP Consultations	Centre for Radiation	Seaton House	London Road	Nottingham	NG2 4LA	Nsipconsultations@phe.gov.uk	Email
e Ciliei Execu ive	I ubile Health England Non Consultations	Chemical and Environmental Hazards	Geatori i louse	London Road	Nottingnam	NOZ 4LA	14sipcorisultations@prie.gov.uk	Liliali
- Oh:	The late of Autology and North North and specific Water Level Management Daniel		Marchae Dards	Manha	146	I NIAA OLIII I		F
e Chief Execu ive	The Isle of Axholme and North Nottinghamshire Water Level Management Board	Wellington House	Manby Park	Manby	Louth	LN11 8UU		Email
e Chief Execu ive	Doncaster East Internal Drainage Board	Wellington House	Manby Park	Manby	Louth	LN11 8UU		Email
e Chief Execu ive	Humber Emergency Planning Service	East Riding of Yorkshire Council	County Hall	Beverley	East Riding of Yorkshire	HU17 9BA	heps@eastriding.gov.uk	Email
e Chief Execu ive	Forestry Commission Yorkshire and North East Area	Foss House	Kings Pool	1-2 Peasholme Green	York	YO1 7PX		Email
e Chief Execu ive	Forestry Commission Yorkshire and North East Area	Foss House	Kings Pool	1-2 Peasholme Green	York	YO1 7PX	yne@forestrycommission gov.uk ;	Email
e Secretary of State for Defence	Ministry of Defence – Safeguarding	Defence Estates	Kingston Road	Sutton Coldfield		B75 7RL		Email
e Secretary of State for Defence	Ministry of Defence – Safeguarding	Defence Estates	Kingston Road	Sutton Coldfield		B75 7RL	DIO-Safeguarding-Statutory@mod.gov.uk;	Email
e Chief Execu ive	Yorkshire Ambulance Service National Health Service Trust	Trust Headquarters	Brindley Way	Wakefield 41 Business Park	Wakefield	WF2 0XQ		Email
ne Chief Execu ive	Yorkshire Ambulance Service National Health Service Trust	Trust Headquarters	Brindley Way	Wakefield 41 Business Park	Wakefield	WF2 0XQ		Email
e Company Secretary	Network Rail Infrastructure Ltd	Floor 5	1 Eversholt Street	London		NW1 2DN	AssetProtectionEastern@networkrail.co.uk;	Email
e Company Secretary	Network Rail Infrastructure Ltd	Floor 5	1 Eversholt Street	London		NW1 2DN	/ tooda rotoodon <u>E</u> actorn <u>G</u> rictivon a angolan,	Email
ne Company Secretary	Network Rail Infrastructure Ltd	Floor 5	1 Eversholt Street	London		NW1 2DN	•	Email
e Chief Execu ive		National Traffic Operations Centre			Directors		, has an autisia a @hishuu yaan aland aa ulk	
	Highways England Historical Railways Estate		3 Ridgeway	Quinton Business Park	Birmingham	B32 1AF	hreenquiries@highwaysengland.co.uk	Email
e Company Secretary	Royal Mail Group	100 Victoria Embankment	London			EC4Y 0HQ	;	Email
e Company Secretary	Royal Mail Group	100 Victoria Embankment	London			EC4Y 0HQ		Email
e Company Secretary	Royal Mail Group	100 Victoria Embankment	London			EC4Y 0HQ	,	Email
e Company Secretary	Anglian Water	PO Box 4994	Lancing			BN11 9AL	spatialplanning@anglianwater.co.uk	Email
e Company Secretary	Anglian Water	PO Box 4994	Lancing			BN11 9AL	planningliaison@anglianwater.co.uk;	Email
e Company Secretary	Cadent Gas Limited	Ashbrook Court Central Boulevard	Prologis Park	Coventry		CV7 8PE	plantprotection@cadentgas.com;	Email
e Company Secretary	Cadent Gas Limited	Ashbrook Court Central Boulevard	Prologis Park	Coventry		CV7 8PE		Email
e Company Secretary	Cadent Gas Limited	Ashbrook Court Central Boulevard	Prologis Park	Coventry		CV7 8PE		Email
e Company Secretary	Fulcrum Pipelines Limited	2 Europa View	Sheffield Business Park	Sheffield		S91 1XH	FPLPlant@fulcrum.co.uk	Email
e Company Secretary	Fulcrum Pipelines Limited	2 Europa View 2 Europa View	Sheffield Business Park	Sheffield		S91 1XH	connectionrequest@fulcrum.co.uk;	Email
e Company Secretary	Indigo Pipelines Limited	15 Diddenham Court	Lambwood Hill	Grazeley	Reading	RG7 1JQ	enquiries@indigopipelines.co.uk	Email
	National Grid Gas PLC			JIAZGIGY	reading		PPRSTeam@cadentgas.com;	
e Company Secretary		1-3 Strand	London			WC2N 5EH		Email
Company Secretary	National Grid Gas PLC	1-3 Strand	London			WC2N 5EH	box.landandacquisitions@nationalgrid.com	Email
e Company Secretary	National Grid Gas PLC	1-3 Strand	London	–		WC2N 5EH	plantprotection@cadentgas.com;	Email
e Company Secretary	Northern Powergrid (Northeast) Limited	Lloyds Court	78 Grey Street	Newcas le Upon Tyne		NE1 6AF	property@northernpowergrid.com	Email
e Company Secretary	Northern Powergrid (Yorkshire) plc	Lloyds Court	78 Grey Street	Newcas le Upon Tyne		NE1 6AF		Email
e Company Secretary	Northern Powergrid (Yorkshire) plc	Lloyds Court	78 Grey Street	Newcas le Upon Tyne		NE1 6AF	property@northernpowergrid.com;	Email
e Company Secretary	National Grid Electricity Transmission Plc	1-3 Strand	London			WC2N 5EH	box.landandacquisitions@nationalgrid.com	Email
e Company Secretary	National Grid Electricity Transmission Plc	1-3 Strand	London			WC2N 5EH		Email
e Company Secretary	Airwave Solutions Limited	Nova South	160 Victoria Street	London		SW1E 5LB		Email
e Chief Execu ive	Lincolnshire Wildlife Trust	Banovallum House	Manor House Street	Horncastle	Lincolnshire	LN9 5HF	info@lincstrust.co.uk; CSterling@lincstrust.co.uk	Email
e Chief Execu ive	Greater Lincolnshire Local Economic Partnership	Lancaster House	36 Orchard Street		Lincoln	LN1 1XX	greaterlincslep@lincolnshire.gov.uk	Email
e Chief Execu ive	Lincolnshire Wolds Countryside Service	Navigation Warehouse	Riverhead Road	Lou h		LN11 0DA	aonb@lincswolds.org.uk	Email
							safeguarding@flydsa.co.uk	
e Company Secretary	Doncaster Sheffield Airport Limited	Venus Building 1 Old Park Lane	Traffordcity	Manchester		M41 7HA	saicyuaiuiiiy@iiyusa.co.uk	Email
e Company Secretary	Doncaster Sheffield Airport Limited	Venus Building 1 Old Park Lane	Traffordcity	Manchester	0	M41 7HA	, i oi	Email
e Company Secretary	Humberside Interna ional Airport Limited	Redhill Aerodrome	Kings Mill Lane	Redhill	Surrey	RH1 5JZ	safeguarding@humbersideairport.com	Email
	NPAS	West Yorkshire Police HQ	PO Box 9	Wakefield		WF1 3QP	npas.obstructions@npas.pnn.police.uk	Email
	Amcotts Parish Council	The Sycamores	21 Brewery Road	Crowle	North Lincolnshire	DN17 4LT	clerk@amcottsparish.co.uk	Email
e Parish Clerk			Valley Farm	North Lane	Swaby, Alford	LN13 0BD		Post
Parish Clerk	Railway Wharf (Keadby) Limited	Valley House	Valley Farm	NOITH LANC	o mas j, r mora	LITTO ODD		
e Parish Clerk e Company Secretary	Railway Wharf (Keadby) Limited Severn Trent Water Limited	Valley House PO Box 409	-	North Lane	311423,7413.4			Post
e Parish Clerk e Company Secretary e Company Secretary	Severn Trent Water Limited	PO Box 409	Darlington		0.1423, 7.4.0.4	DL1 9WF		Post Post
ne Chief Execu ive ne Parish Clerk ne Company Secretary			-	Coventry Lea herhead	Surrey			Post Post Post

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Leep Gas Networks Limited

Eastern Power Networks Plc

UK Power Networks Limited

Keadby Developments Limited

UK Power Distribution Limited

Leeds Bradford Airport Limited

Leeds Bradford Airport Limited

Yorkshire Air Ambulance

Belton Parish Council

Trinity House

Sandtoft Airfield

Leep Electricity Networks Limited

The Electricity Network Company

THE CHILDREN'S AIR AMBULANCE

Goole Fields Internal Drainage Board

Dempster Internal Drainage Board

The Crown Estate Commissioners

Scunthorpe General Hospital

National Air Traffic Services

Energy Assets Pipelines Limited

Harlaxton Gas Networks Limited

Independent Pipelines Limited

Independent Pipelines Limited

Independent Pipelines Limited

Murphy Gas Networks Limited

Scotland Gas Networks Limited

Northern Gas Networks Limited

Northern Gas Networks Limited

Northern Gas Networks Limited

Eclipse Power Networks Limited

Energy Assets Networks Limited

Fulcrum Electricity Assets Limited

Harlaxton Energy Networks Limited

Murphy Power Distribution Limited

UK Power Distribution Limited

Vattenfall Networks Limited

Vattenfall Networks Limited

Vattenfall Networks Limited

PD Ports Properties Limited

Independent Power Networks Limited

Quadrant Pipelines Limited

Southern Gas Networks

Forbury Assets Limited

Indigo Power Limited

Utility Assets Limited

Utility Assets Limited

Yorkshire Water

GTC Pipelines Limited

GTC Pipelines Limited

GTC Pipelines Limited

Associated British Ports

LINCOLNSHIRE AND NOTTS AIR AMBULANCE

National Health Service Commissioning Board

North Lincolnshire Council - Transport and Streets

Reedness and Swinefleet Internal Drainage Board

Associated British Ports Humber Estuary Services

Associated British Ports Humber Estuary Services

The Company Secretary The Company Secretary The Chief Execu ive

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Head of Highways The Chief Execu ive The Chief Execu ive

Trinity House The Chief Execu ive Scunthorpe and Gainsborough Water Management Board The Chief Execu ive Ancholme Internal Drainage Board

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The Company Secretary

notified under s56(2)(a), (aa)

The Greenhouse **Newington House** Sse Plc The Greenhouse Energy House 22-26 King Street Sandtoft Road 10 South Lane LNAACT HOUSE BENTLEY DRIVE BLUE SKIES HOUSE Leeds Bradford Airport Leeds Bradford Airport PO Box 16728 National Health Service North Lincolnshire Clinical Commisioning Group Heal h Place National Health Service North Lincolnshire Clinical Commissioning Group Heal h Place 135 Westgate Road Tower Hill Tower Hill **Epsom House Epsom House Epsom House** 91 Bridgegate 91 Bridgegate The Crown Estate **Cliff Gardens** PO Box 1 Port Office Port Office 4000 Parkway Western House Ship Canal House Toll Bar Road **Energy House Energy House Energy House Energy House Energy House Energy House** Hiview House Synergy House Windmill Avenue Axis House 5 Lonehead Drive St Lawrence House 1100 Century Way 1100 Century Way 1100 Century Way No.1 Forbury Place 15 Diddenham Court Lambwood Hill Olney Office Park Ship Canal House 2 Europa View Toli Bar Road

Energy House

Hiview House

7 Laxton Close

7 Laxton Close

First Floor

First Floor

First Floor

6500 Daresbury Park

17-27 Queen's Square

Mediacityuk 237 Southwark Bridge Road Dnt Chartered Accountants Ormeau House 91-97 Ormeau Road Keadby Power Station Trentside Mediacityuk Woolpit Business Park Kings Lynn Belton Flland BRACEBRIDGE HEATH **BUTLERS LEAP** Leeds Leeds Redditch Wrawby Road Wrawby Road Belton Church Square House London London Chase Park Chase Park Chase Park Howden Howden 1 St James's Market Scunthorpe Port House Cleethorpe Road

Cleethorpe Road

98 King Street

Highgate Road

Station Approach

43 Forbury Road

Woolpit

Newbridge

Grazeley

Marston

Daresbury

Attleborough

Attleborough

1 Tudor Street

1 Tudor Street

1 Tudor Street

Middlesbrough

1 Osier Way

98 King Street

Highgate Road

Sheffield Business Park

Woolpit Business Park

Whiteley

Bradford

Marston

Redhouse Interchange Redhouse Interchange Redhouse Interchange Goole Goole London North Lincolnshire Northern Gateway Grimsby Grimsby Fareham Manchester

Salford

London

Keadby

Salford

Norfolk

LINCOLN

RUGBY

Brigg

Brigg

Doncaster

30-40 High Street

Belfast, County Antrim

Windmill Avenue

Grantham Woolpit Business Park Windmill Avenue Woolpit Business Park Windmill Avenue

London Bury St. Edmunds Edinburgh Thorpe Park Business Park Thorpe Park Business Park

Horley Colton Colton Thorpe Park Business Park Colton Reading Reading Olney

Manchester Sheffield Grantham Windmill Avenue London Warrington

Lincs

Woolpit, Bury St. Edmunds

North Lincolnshire **DN20 8GS** North Lincolnshire **DN20 8GS** DN9 1QA Scunthorpe **DN15 6NL** EC3N 4DH EC3N 4DH Doncaster DN6 7FE Doncaster DN6 7FE DN6 7FE Doncaster East Riding of Yorkshire **DN14 7JJ** East Riding of Yorkshire **DN147JJ** SW1Y 4AH **DN15 7BH** Hull HU9 5PQ **DN31 3LL DN31 3LL** Hants PO15 7FL BD6 2LZ M2 4WU Lincs **NG32 2HT** Bury St. Edmunds **IP30 9UP** Bury St Edmunds **IP30 9UP** Bury St. Edmunds **IP30 9UP** NW5 1TN **IP30 9UP EH28 8TG** Surrey RH6 9HJ Leeds LS15 8TU Leeds LS15 8TU Leeds **LS158TU** RG1 3JH **RG7 1JO** Buckinghamshire MK46 5FP M2 4WU

Northern Ireland

LINCOLNSHIRE

WARWICKSHIRE

Woolpit, Bury St. Edmunds

e-plane@live.co.uk info@yaa.org.uk info@ambucopter.org.uk contact@theairambulanceservice.org.uk england.contactus@nhs.net

M50 2EQ

SE1 6NP

BT7 1SH

DN17 3EF

M50 2EQ

IP30 9UP

PE30 1HJ

DN9 1PN

HX5 0HQ

LN4 2QW

CV21 3RQ

LS19 7TU

LS19 7TU

B97 9PT

S9 1XH

NG32 2HT

IP30 9UP

NW5 1TN

WA4 4GF

NR17 10Y

NR17 10Y

FC4Y OAH

FCAY OAH

FCAY OAH

TS2 1AH

iccg.primarycaredirectorate@nhs.net; beltonparish@gmail.com highwaydevelopment@northlincs.gov.uk

info@shiregroup-idbs.gov.uk info@shiregroup-idbs.gov.uk info@shiregroup-idbs.gov.uk info@yorkshirehumberdrainage.gov.uk info@yorkshirehumberdrainage.gov.uk NSIP@thecrownestate.co.uk nlg-tr.enquiries@nhs.net humber general@abports.co.uk GCudbertson@abports.co.uk hesharbourmaster@abports.co.uk;

info@harlaxtonenergynetworks.com plant.enquiries@bu-uk.co.uk; Customer.Services@atc-uk.co.uk info@gtc-uk.co.uk; plant.enquiries@bu-uk.co.uk; Customer.Services@gtc-uk.co.uk info@gtc-uk.co.uk; mail@murphygroup.co.uk info@gtc-uk.co.uk customer@sgn.co.uk customer@sgn.co.uk gasconnec ions@northerngas.co.uk; stakeholder@northemgas.co.uk customercare@northerngas.co.uk; falconnections@sse.com enquiries@eclipsepower.co.uk

info@energyassetsnetworks.co.uk enquiries@fulcrum.co.uk info@harlaxtonenergynetworks.com info@atc-uk.co.uk mail@murphygroup.co.uk newconnections@ukpowerdistribution.co.uk asset.manager@utilityassets.co.uk assetrecords@utilityassets.co.uk; idno.operations@vattenfall.com idno care@vattenfall.com idno.regulation@vattenfall.com:

PINS\CO\S56NLR



notified under s56(2)(b) (c)

Name	Organisation Name	Address line 1	Address line 2	Address line 3	Address line 4	Postcode	Email Address	Email or Post?
lead of Planning - Development Control	North Lincolnshire Council	Church Square House	30-40 High Street	Scunthorpe	North Lincolnshire	DN15 6NL	planning@northlincs.gov.uk	Email
lead of Planning - Development Control	North Lincolnshire Council	Church Square House	30-40 High Street	Scunthorpe	North Lincolnshire	DN15 6NL		Email
lead of Planning	Lincolnshire County Council	Planning Services	Lancaster House	36 Orchard Street	Lincoln	LN1 1XX	dev_planningenquiries@lincolnshire.gov.uk	Email
ead of Planning	Nottinghamshire County Council	Development Management	County Hall	Loughborough Road	West Bridgford	NG2 7QP	development.planning@nottscc.gov.uk	Email
ead of Planning	North East Lincolnshire Council Planning	Oxford House	2 George Street	Grimsby	North East Lincolnshire	DN31 1HB	planning@nelincs.gov.uk	Email
ead of Planning	West Lindsey District Council Planning	Guildhall	Marshall's Yard	Gainsborough	Lincolnshire	DN21 2NA	planning.customer.care@west-lindsey.gov.uk;	Email
lead of Planning	West Lindsey District Council Planning	Guildhall	Marshall's Yard	Gainsborough	Lincolnshire	DN21 2NA		Email
ead of Planning	West Lindsey District Council Planning	Guildhall	Marshall's Yard	Gainsborough	Lincolnshire	DN21 2NA		Email
ead of Planning	Doncaster Metropolitan Borough Council	Directorate of Development	Civic Office	Waterdale	Doncaster	DN1 3BU		Email
ead of Planning	Doncaster Metropolitan Borough Council	Directorate of Development	Civic Office	Waterdale	Doncaster	DN1 3BU		Email
ead of Planning	East Riding of Yorkshire Council	Planning Department	County Hall	Beverley	East Riding of Yorkshire	HU17 9BA	planning@eastriding.gov.uk	Email
lead of Planning	Bassetlaw District Council Planning Services	Queens Buildings	Potter Street	Worksop	Nottinghamshire	S80 2AH	planning@bassetlaw.gov.uk	Email

PINS\CO\S56NLR



APPENDIX 5.2: CONSULTATION LETTERS

Date: 17 February 2022 PINS Ref: EN010114 DWD Ref: 14592

Name

Address



Dear Sir or Madam,

THE KEADBY CARBON CAPTURE POWER STATION PROJECT – LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION, TRENTSIDE, KEADBY, SCUNTHORPE, LINCOLNSHIRE, DN17 3EF

PROPOSED CHANGES TO THE PROJECT

The Applicant submitted an application (the 'Application') for a Development Consent Order ('DCO') to the Secretary of State ('SoS') for Business, Energy and Industrial Strategy on 1 June 2021. The Application seeks a DCO to authorise the construction, operation and maintenance of the Keadby 3 Carbon Capture Power Station ('Keadby 3' or the 'Project') Land at, and in the vicinity of, the Existing Keadby Power Station, Trentside, Keadby, Scunthorpe, Lincolnshire, DN17 3EF. The Application was accepted by the Examining Authority on 28 June 2021 and is currently undergoing examination with a statutory end date of 7 June 2022.

Keadby 3 comprises a low carbon 'Combined Cycle Gas Turbine' ('CCGT') Power Station with a capacity of up to 910 megawatts electrical ('MWe') gross output, including Carbon Capture Plant ('CCP') and associated development (the 'Keadby 3 Low Carbon Gas Power Station'). The inclusion of a carbon capture plant means that the carbon dioxide (CO2) emissions from the power station can be captured and then transported by a CO2 export pipeline for secure storage in a suitable offshore geological site under the North Sea. The pipeline and geological store will be developed through the Zero Carbon Humber ('ZCH') Partnership and Northern Endurance Partnership respectively. This will be the subject of a separate consenting process.

Keadby Generation Limited (the 'Applicant') writes in relation to five proposed changes to the Keadby Carbon Capture Power Station ('the Proposed Changes'). We are writing to you as you previously received letters and notifications relating to the pre application consultation in 2020 and 2021, and in July 2021 on the acceptance of the application. Since July 2021, additional engineering and design studies have been completed, resulting in the Proposed Changes outlined and numbered below:

- 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
- 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
- 3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.
- 4. Increase to the maximum heights of the carbon dioxide stripper column.

Partners

R J Greeves BSc (Hons) MRICS G Bullock BA (Hons) BPL. MRTPI A Vickery BSc MRICS IRRV (Hons) S Price BA (Hons) DipTP MRTPI A R Holden BSc (Hons) FRICS G Denning B.Eng (Hons) MSc MRICS B Murphy BA (Hons) MRUP MRTPI A Meech BSc MRICS S Page BA MA (Cantab) MSc MRTPI P Roberts FRICS CEnv T Lodeiro BA (Hons) PGDip MSc MRICS A Pilbrow BSc (Hons) MRICS IRRV(Hons) C Turnbull BSc (Hons) MSc MRTPI





5. Increase in proposed soil import volumes to create a suitable development platform.

Consultation

The Applicant is carrying out a non-statutory consultation on the Proposed Changes using methods adapted from those used in the pre-application consultation and to publicise the acceptance of the Application. We have had regard to the Planning Inspectorate's 'Advice note sixteen: how to request a change which may be material'. The Applicant is also simultaneously consulting the local community on these changes.

The Applicant

Keadby Generation Limited, is part of the FTSE-listed SSE plc, one of the UK's largest and broadest-based energy companies, and the country's leading generator of renewable energy.

Over the last 20 years, the SSE group has invested over £20bn to deliver industry-leading offshore wind, onshore wind, CCGT, energy from-waste, biomass, energy networks and gas storage projects.

SSE owns and operates the existing Keadby 1 Power Station and Keadby Windfarm and is in the process of constructing Keadby 2. The Company is therefore an established operator and employer within the area.

Project Description (without Proposed Changes)

Keadby 3 comprises a low carbon gas-fired power station with a capacity of up to 910 MWe gross output and associated buildings, structures and plant, including:

- a carbon capture equipped electricity generating station including a CCGT plant (Work No. 1A) with integrated cooling infrastructure (Work No. 1B), and carbon dioxide capture plant (CCP) including conditioning and compression equipment, carbon dioxide absorption unit(s) and stack(s) (Work No. 1C), natural gas receiving facility (Work No. 1D), supporting uses including control room, workshops, stores, raw and demineralised water tanks and permanent laydown area (Work No. 1E), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services (all located in the area referred to as the 'Proposed Power and Carbon Capture (PCC) Site' and which together form Work No. 1);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within
 the Proposed Development Site to supply the Proposed PCC Site including an above ground
 installation (AGI) for National Grid Gas's apparatus (Work No. 2A) and the Applicant's
 apparatus (Work No. 2B) (the 'Gas Connection Corridor');
- electrical connection works to and from the existing National Grid (National Grid Electricity Transmission) 400kV Substation for the export of electricity (Work No. 3A) (the 'Electrical Connection Area to National Grid 400kV Substation');
- electrical connection works to and from the existing Northern Powergrid 132kV Substation for the supply of electricity at up to 132kV to the Proposed PCC Site, and associated plant and equipment (Work No. 3B) (the 'Potential Electrical Connection to Northern Powergrid 132kV Substation');



- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/or overground water supply pipeline(s) and intake structures within the Stainforth and Keadby Canal, including temporary cofferdam (Work No. 4A) (the 'Canal Water Abstraction Option');
 - o in the event that the Canal Water Abstraction Option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (**Work No. 4B**) (the 'River Water Abstraction Option'); and
 - works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Work No. 5) (the 'Water Discharge Corridor');
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water (Work No. 6);
- above ground carbon dioxide compression and export infrastructure comprising an above ground installation (AGI) for the undertaker's apparatus including deoxygenation, dehydration, staged compression facilities, outlet metering, and electrical connection (Work No. 7A) and an AGI for NGCL apparatus (Work No. 7B);
- new permanent access from the A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the western private bridge crossing of the Hatfield Waste Drain (Work No. 8A) and installation of a layby and gatehouse (Work No. 8B), and an emergency vehicle and pedestrian access road comprising the maintenance and improvement of an existing private track running between the Proposed PCC Site and Chapel Lane, Keadby and including new private bridge (Work No. 8C);
- temporary construction and laydown areas including contractor facilities and parking (Work No. 9A), and access to these using the existing private roads from the A18 and the existing private bridge crossings, including the replacement of the western existing private bridge crossing known as 'Mabey Bridge') over Hatfield Waste Drain (Work No. 9B) and a temporary construction laydown area associated with that bridge replacement (Work No. 9C);
- temporary retention, improvement and subsequent removal of an existing Additional Abnormal Indivisible Load Haulage Route (Work No. 10A) and temporary use, maintenance, and placement of mobile crane(s) at the existing Railway Wharf jetty for a Waterborne Transport Offloading Area (Work No. 10B);
- landscaping and biodiversity enhancement measures (Work No. 11A) and security fencing and boundary treatments (Work No. 11B); and
- minor associated development.

All of the above elements will be included in the proposed application for development consent.

The Proposed Development includes the equipment required for the capture and compression of carbon dioxide emissions from the generating station so that it is capable of being transported offsite. NGCL will be responsible for the development of the carbon dioxide pipeline network linking



onshore power and industrial facilities, including the Proposed Development, in the Humber Region. The carbon dioxide export pipeline does not, therefore, form part of the Proposed Development and is not included in the Application but will be the subject of separate consent application(s) to be taken forward by NGCL.

Powers Sought by the Applicant

The Applicant is seeking the compulsory acquisition of land and/or rights in, on, under or over land required for Keadby 3 and the temporary occupation of land for the Project.

Other powers sought include the extinguishment and/or overriding of easements and other rights over or affecting land required for the Project; the application and/or disapplication of legislation relevant to the Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant therefore carried out an EIA of the Project and submitted an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project on the environment. The full ES and its appendices can be found on the Planning

Inspectorate's website

Proposed Changes - Consultation Documents

The following consultation documents are provided in order to assist you in considering and commenting on the Project:

- Site Location Plan (PDF attachment for e-mail service; paper for postal service); and
- Proposed Order Limits (PDF attachment for e-mail service; paper for postal service).
- While this Proposed Changes consultation is non statutory, preliminary environmental information has been provided in a Non-Technical Summary (Document Ref. 10.2), which can be found online or requested using details below, and we are seeking feedback on this document.

These documents are available to view of download free of charge from the Project Website: until 23:59 Sunday 20th March 2022.

If you are unable to access the Website please telephone: Freephone or email: consultation@keadby3.co.uk and you will be offered a paper copy of the Consultation Documents free of charge or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.



Responding to the Consultation

Comments can be submitted in the following ways:

By email: consultation@keadby3.co.uk

By post: FREEPOST KEADBY 3 (Please include your name and postal address)

By telephone: Freephone (This is a voicemail-based service and can be called 24 hours. Please leave your name and a telephone number)

Any comments and representations you may have on the Proposed Changes should be submitted to the Applicant no later than 23:59 Sunday 20th March 2022.

Comments not relating to the Proposed Changes may not be taken into account. We will report the findings of the Proposed Changes consultation in a consultation statement, which will be submitted into the public examination of Keadby 3 for consideration by the Examining Authority on or around 5 April 2022. The Examining Authority will decide whether to accept the Proposed Changes and incorporate these into Keadby 3's examination, which ends on 7 June 2022.

The comments received to the Proposed Changes consultation may be made public. However, no personal information will be published unless necessary (such as under a statutory duty which the Applicant or SoS has). We will take reasonable care to comply with the requirements of the General Data Protection Regulation. It is important that you read our Privacy Policy, which is appended to this letter.

Yours faithfully,

DWD (Dalton Warner Davis LLP)
on behalf of Keadby Generation Limited



Privacy Notice

This is the privacy notice for the pre examination and examination stages of the Keadby 3 Low Carbon Gas Power Station Project.

What personal data will we (SSE Thermal) collect?

We will collect the following categories of personal data from you:

- Name
- Email address
- Postal address
- Telephone no.

How we will use your personal data for the pre examination and examination stages of the Keadby 3 Carbon Capture Power Station Project

We will use your personal data for the following purposes:

- to personalise communications with individuals we are required to contact as part of future consultation or communications; and
- to understand your access needs for reading documents and attending events;
- to deliver documents you have requested from us.

Our General Privacy Notice

This Privacy Notice is su	ubject to the fu	ll terms of SSI	E Thermal's G	General Privacy	Notice – a	copy of
which is available here:						

Date: 17 February 2022 PINS Ref: EN010114 DWD Ref: 14592

Name Address



Dear Sir or Madam,

THE KEADBY CARBON CAPTURE POWER STATION PROJECT – LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION, TRENTSIDE, KEADBY, SCUNTHORPE, LINCOLNSHIRE, DN17 3EF

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- 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
- 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
- 3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.
- 4. Increase to the maximum heights of the carbon dioxide stripper column.

Partners

R J Greeves BSc (Hons) MRICS G Bullock BA (Hons) BPL. MRTPI A Vickery BSc MRICS IRRV (Hons) S Price BA (Hons) DipTP MRTPI A R Holden BSc (Hons) FRICS
G Denning B.Eng (Hons) MSc MRICS
B Murphy BA (Hons) MRUP MRTPI
A Meech BSc MRICS
S Page BA MA (Cantab) MSc MRTPI

P Roberts FRICS CEnv T Lodeiro BA (Hons) PGDip MSc MRICS A Pilbrow BSc (Hons) MRICS IRRV(Hons) C Turnbull BSc (Hons) MSc MRTPI





5. Increase in proposed soil import volumes to create a suitable development platform.

Consultation

The Applicant is carrying out a non-statutory consultation on the Proposed Changes using methods adapted from those used in the pre-application consultation and to publicise the acceptance of the Application. We have had regard to the Planning Inspectorate's 'Advice note sixteen: how to request a change which may be material'. The Applicant is also simultaneously consulting the local community on these changes.

Land Interest(s)

We are issuing this letter because we have identified that you may be an affected/potentially affected landowner with land interests within or adjoining the Project Site. Our review of title and Land Registry information and related diligence has identified the relevant interest(s) to be as follows:

HMLR title(s)/ nature of interest	Description/notes
HMLR_title	HMLR_description

The Applicant

Keadby Generation Limited, is part of the FTSE-listed SSE plc, one of the UK's largest and broadest-based energy companies, and the country's leading generator of renewable energy.

Over the last 20 years, the SSE group has invested over £20bn to deliver industry-leading offshore wind, onshore wind, CCGT, energy from-waste, biomass, energy networks and gas storage projects.

SSE owns and operates the existing Keadby 1 Power Station and Keadby Windfarm and is in the process of constructing Keadby 2. The Company is therefore an established operator and employer within the area.

Project Description (without Proposed Changes)

Keadby 3 comprises a low carbon gas-fired power station with a capacity of up to 910 MWe gross output and associated buildings, structures and plant, including:

- a carbon capture equipped electricity generating station including a CCGT plant (Work No. 1A) with integrated cooling infrastructure (Work No. 1B), and carbon dioxide capture plant (CCP) including conditioning and compression equipment, carbon dioxide absorption unit(s) and stack(s) (Work No. 1C), natural gas receiving facility (Work No. 1D), supporting uses including control room, workshops, stores, raw and demineralised water tanks and permanent laydown area (Work No. 1E), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services (all located in the area referred to as the 'Proposed Power and Carbon Capture (PCC) Site' and which together form Work No. 1);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground



installation (AGI) for National Grid Gas's apparatus (Work No. 2A) and the Applicant's apparatus (Work No. 2B) (the 'Gas Connection Corridor');

- electrical connection works to and from the existing National Grid (National Grid Electricity Transmission) 400kV Substation for the export of electricity (Work No. 3A) (the 'Electrical Connection Area to National Grid 400kV Substation');
- electrical connection works to and from the existing Northern Powergrid 132kV Substation for the supply of electricity at up to 132kV to the Proposed PCC Site, and associated plant and equipment (Work No. 3B) (the 'Potential Electrical Connection to Northern Powergrid 132kV Substation');
- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/or overground water supply pipeline(s) and intake structures within the Stainforth and Keadby Canal, including temporary cofferdam (Work No. 4A) (the 'Canal Water Abstraction Option');
 - o in the event that the Canal Water Abstraction Option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (Work No. 4B) (the 'River Water Abstraction Option'); and
 - works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Work No. 5) (the 'Water Discharge Corridor');
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water (Work No. 6);
- above ground carbon dioxide compression and export infrastructure comprising an above ground installation (AGI) for the undertaker's apparatus including deoxygenation, dehydration, staged compression facilities, outlet metering, and electrical connection (Work No. 7A) and an AGI for NGCL apparatus (Work No. 7B);
- new permanent access from the A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the western private bridge crossing of the Hatfield Waste Drain (Work No. 8A) and installation of a layby and gatehouse (Work No. 8B), and an emergency vehicle and pedestrian access road comprising the maintenance and improvement of an existing private track running between the Proposed PCC Site and Chapel Lane, Keadby and including new private bridge (Work No. 8C);
- temporary construction and laydown areas including contractor facilities and parking (Work No. 9A), and access to these using the existing private roads from the A18 and the existing private bridge crossings, including the replacement of the western existing private bridge crossing known as 'Mabey Bridge') over Hatfield Waste Drain (Work No. 9B) and a temporary construction laydown area associated with that bridge replacement (Work No. 9C);
- temporary retention, improvement and subsequent removal of an existing Additional Abnormal Indivisible Load Haulage Route (Work No. 10A) and temporary use, maintenance,



and placement of mobile crane(s) at the existing Railway Wharf jetty for a Waterborne Transport Offloading Area (Work No. 10B);

- landscaping and biodiversity enhancement measures (Work No. 11A) and security fencing and boundary treatments (Work No. 11B); and
- minor associated development.

All of the above elements will be included in the proposed application for development consent.

The Proposed Development includes the equipment required for the capture and compression of carbon dioxide emissions from the generating station so that it is capable of being transported offsite. NGCL will be responsible for the development of the carbon dioxide pipeline network linking onshore power and industrial facilities, including the Proposed Development, in the Humber Region. The carbon dioxide export pipeline does not, therefore, form part of the Proposed Development and is not included in the Application but will be the subject of separate consent application(s) to be taken forward by NGCL.

Powers Sought by the Applicant

The Applicant is seeking the compulsory acquisition of land and/or rights in, on, under or over land required for Keadby 3 and the temporary occupation of land for the Project.

Other powers sought include the extinguishment and/or overriding of easements and other rights over or affecting land required for the Project; the application and/or disapplication of legislation relevant to the Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant therefore carried out an EIA of the Project and submitted an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project on the environment. The full ES and its appendices can be found on the Planning Inspectorate's website

Proposed Changes - Consultation Documents

The following consultation documents are provided in order to assist you in considering and commenting on the Project:

- Site Location Plan (PDF attachment for e-mail service; paper for postal service); and
- Proposed Order Limits (PDF attachment for e-mail service; paper for postal service).



 While this Proposed Changes consultation is non statutory, preliminary environmental information has been provided in a Non-Technical Summary (Document Ref. 10.2), which can be found online or requested using details below, and we are seeking feedback on this document.

These documents are available to view of download free of charge from the Project Website: until 23:59 Sunday 20th March 2022.

If you are unable to access the Website please telephone: Freephone or email: consultation@keadby3.co.uk and you will be offered a paper copy of the Consultation Documents free of charge or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Responding to the Consultation

Comments can be submitted in the following ways:

By email: consultation@keadby3.co.uk

By post: FREEPOST KEADBY 3 (Please include your name and postal address)

By telephone: (This is a voicemail-based service and can be called 24 hours. Please leave your name and a telephone number)

Any comments and representations you may have on the Proposed Changes should be submitted to the Applicant no later than 23:59 Sunday 20th March 2022.

Comments not relating to the Proposed Changes may not be taken into account. We will report the findings of the Proposed Changes consultation in a consultation statement, which will be submitted into the public examination of Keadby 3 for consideration by the Examining Authority on or around 5 April 2022. The Examining Authority will decide whether to accept the Proposed Changes and incorporate these into Keadby 3's examination, which ends on 7 June 2022.

The comments received to the Proposed Changes consultation may be made public. However, no personal information will be published unless necessary (such as under a statutory duty which the Applicant or SoS has). We will take reasonable care to comply with the requirements of the General Data Protection Regulation. It is important that you read our Privacy Policy, which is appended to this letter.

Yours faithfully,

DWD (Dalton Warner Davis LLP) on behalf of Keadby Generation Limited



Privacy Notice

This is the privacy notice for the pre examination and examination stages of the Keadby 3 Low Carbon Gas Power Station Project.

What personal data will we (SSE Thermal) collect?

We will collect the following categories of personal data from you:

- Name
- Email address
- Postal address
- Telephone no.

How we will use your personal data for the pre examination and examination stages of the Keadby 3 Carbon Capture Power Station Project

We will use your personal data for the following purposes:

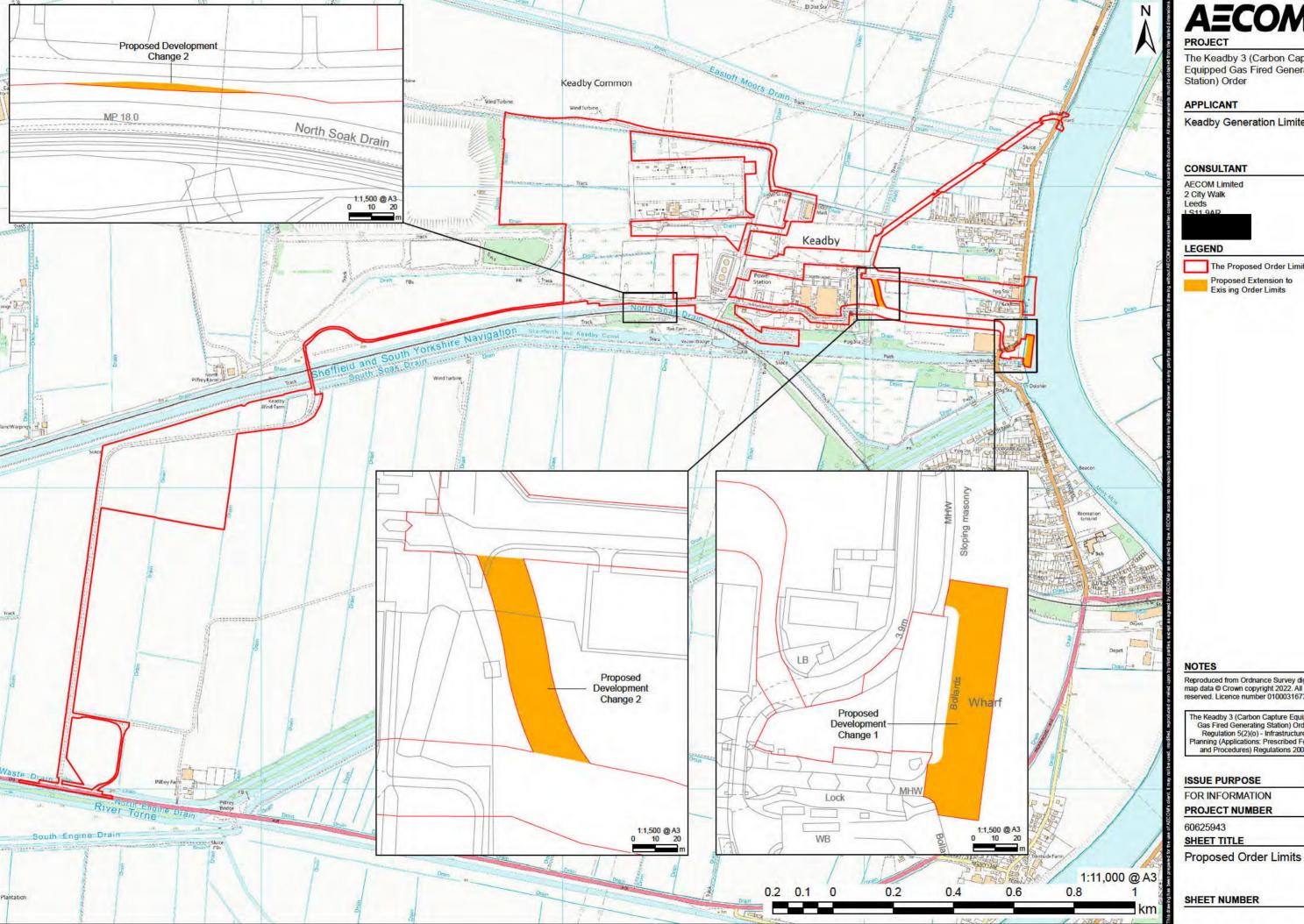
- to personalise communications with individuals we are required to contact as part of future consultation or communications; and
- to understand your access needs for reading documents and attending events;
- to deliver documents you have requested from us.

Our General Privacy Notice

This Privacy Notice is su	ubject to the ful	I terms of SSE	Thermal's Genera	al Privacy Notice	e – a copy of
which is available here:					



APPENDIX 5.3: APPENDED PLANS



AECOM

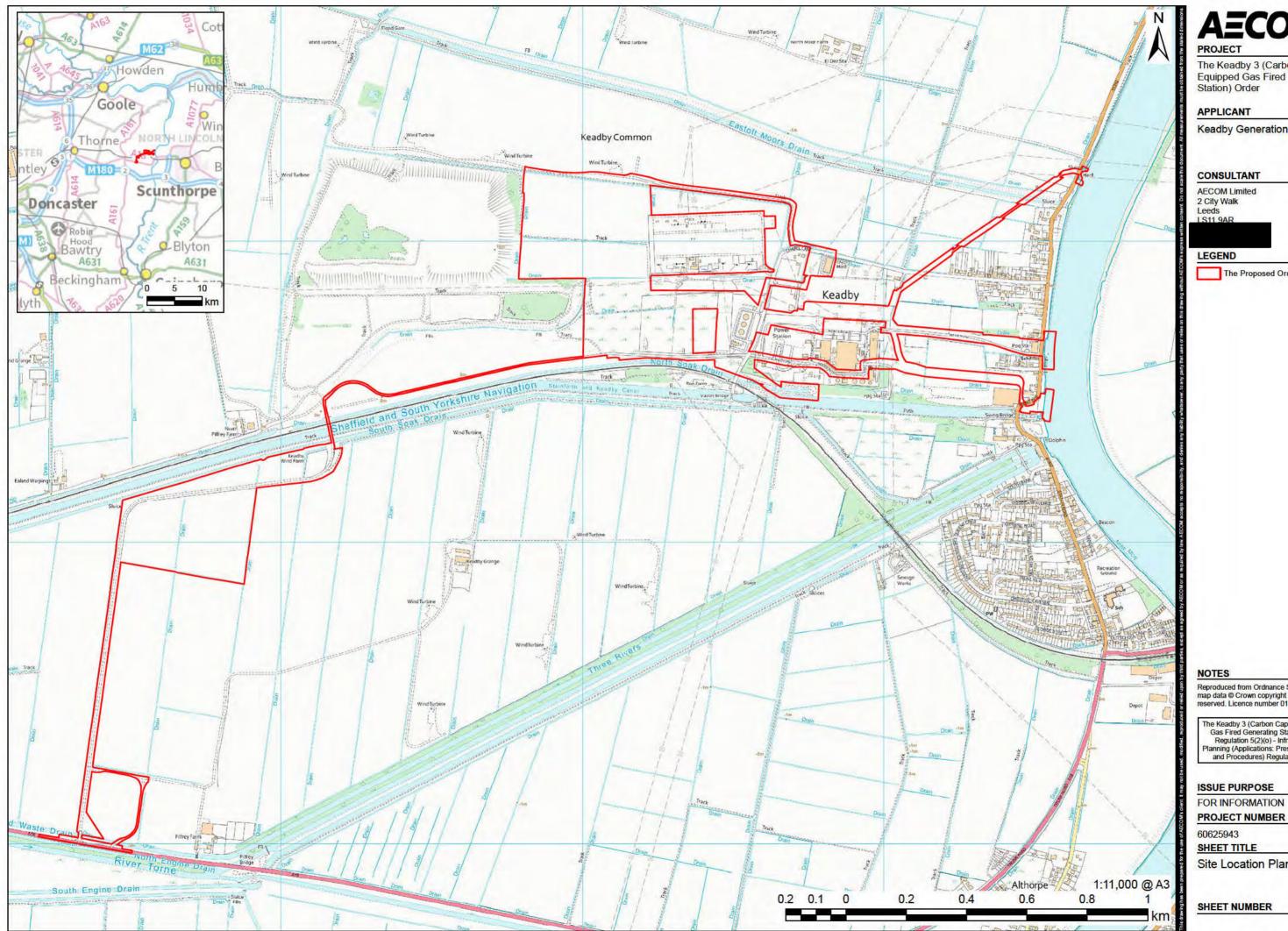
The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order

Keadby Generation Limited

The Proposed Order Limits

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The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order Regulation 5(2)(o) - Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009



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The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order

Keadby Generation Limited

The Proposed Order Limits

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The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order Regulation 5(2)(o) - Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009

Site Location Plan



APPENDIX 5.4: ES ADDENDUM NTS

KEADBY 3 CARBON CAPTURE POWER STATION

A collaboration between SSE Thermal and Equinor

Document Ref: 10.2

Planning Inspectorate Ref: EN010114

The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order

Land at and in the vicinity of the Keadby Power Station site, Trentside, Keadby, North Lincolnshire

ES Addendum Non-Technical Summary for Consultation

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure Regulations 2009 - Regulation 5(2)(a) The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Applicant: Keadby Generation Limited

Date: February 2022



DOCUMENT HISTORY

Document Ref	10.2 Environmental Statement Addendum Non-Technical Summary for Consultation
Revision	VP1.1
Document Owner	AECOM

GLOSSARY

Abbreviation	Description
AGL	Above Ground Level
AIL	Abnormal Indivisible Load - a load that cannot be broken down into smaller loads for transport without undue expense or risk of damage. It may also be a load that exceeds certain parameters for weight, length and width.
AOD	Above Ordnance Datum - a spot height (an exact point on a map) with an elevation recorded beside it that represents its height above a given datum.
CCGT	Combined Cycle Gas Turbine - a highly efficient form of energy generation technology. A gas turbine burns gas to drive a turbine to generate electricity. Surplus heat from the turbine is used to generate steam that is used to generate further electricity.
ССР	Carbon Capture Plant – plant used to capture carbon dioxide (CO ₂) emissions produced from the use of fossil fuels in electricity generation and industrial processes.
CCUS	Carbon Capture, Usage and Storage – a group of technologies designed to reduce the amount of carbon dioxide (CO ₂) released into the atmosphere from coal and gas power stations as well as heavy industry including cement and steel production. Once captured, the CO ₂ can be either re-used in various products, such as cement or plastics (utilisation), or stored in geological formations deep underground (storage).
CEMP	Construction Environmental Management Plan
CO ₂	Carbon Dioxide - an inorganic chemical compound with a wide range of commercial uses.
DCO	Development Consent Order - made by the relevant Secretary of State pursuant to The Planning Act 2008 to authorise a Nationally Significant Infrastructure Project. A DCO can incorporate or remove the need for a range of consents which would otherwise be required for a development. A DCO can also include rights of compulsory acquisition.

Abbreviation	Description
EIA	Environmental Impact Assessment - a term used for the assessment of environmental consequences (positive or negative) of a plan, policy, programme or project prior to the decision to move forward with the proposed action.
ES	Environmental Statement - a report in which the process and results of an Environment Impact Assessment are documented.
FRA	Flood Risk Assessment - an assessment of the flood risk from all sources of flooding for a development
GHG	Greenhouse Gases - atmospheric gases such as carbon dioxide, methane, chlorofluorocarbons, nitrous oxide, ozone, and water vapour that absorb and emit infrared radiation emitted by the Earth's surface, the atmosphere, and clouds.
HRA	Habitats Regulations Assessment - the assessment of the impacts of implementing a plan or policy on a Natura 2000 site required under the Habitats Directive.
kV	Kilovolt - unit of electrical potential. There are 1,000 volts in a kilovolt.
LBMEP	Landscaping and Biodiversity Management and Enhancement Plan
LPA	Local Planning Authority
MAD	Major Accidents and Disasters - the potentially significant effects of a development.
MW	Megawatt - unit of power.
NEP	Northern Edurance Partnership
NLC	North Lincolnshire Council
NSIP	Nationally Significant Infrastructure Project - defined by the Planning Act 2008 and cover projects relating to energy (including generating stations, electric lines and pipelines); transport (including trunk roads and motorways, airports, harbour facilities, railways and rail freight interchanges); water (dams and reservoirs, and the transfer of water resources); wastewater treatment plants and hazardous waste facilities. These projects are only defined as nationally significant if they satisfy a statutory threshold in terms of their scale or effect.
NSR	Noise Sensitive Receptor - locations or areas where dwelling units or other fixed, developed sites of frequent human use occur which may be sensitive to noise impacts.
NTS	Non-Technical Summary - a summary of the Environmental Statement written in non-technical language for ease of understanding.
Proposed PCC	Power and Carbon Capture site

Abbreviation	Description
PINS	Planning Inspectorate – executive agency of the Ministry of Housing, Communities and Local Government of the UK Government. It is responsible for determining final outcomes of town planning.
the 2008 Act	An Act of Parliament in the UK intended to speed up the process of approving major new infrastructure projects.
Keadby Power Station Site	The existing Keadby Power Station site, comprising the land owned by the Applicant.
Residual Effect	The predicted consequential change on the environment from the impacts of a development after mitigation.
Rochdale Envelope	An approach to consenting and environmental impact assessment, (EIA) named after a UK planning law case, which allows the promoters of development projects to broadly define their schemes within agreed parameters to retain flexibility of design.
Scoping	The process of identifying the issues to be addressed by the Environmental Impact Assessment process. It is a method of ensuring that an assessment focuses on the important issues and avoids those that are considered to be not significant.
Secondary A: Secondary B:	Secondary A: permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers; and Secondary B: predominantly lower permeability layers which may store and yield limited amounts of groundwater due to localised features such as fissures, thin permeable horizons and weathering. These are generally the water-bearing parts of the former non-aquifers.
SoS	The Secretary of State – the decision maker for DCO applications and head of Government department. In this case, the SoS for the Department for Business, Energy and Industrial Strategy (formerly the Department for Energy and Climate Change).
Stakeholder	An organisation or individual with a particular interest in a development project.
Visual Amenity	The enjoyment or benefit that people (individually or as a group) gain from a particular view that may change as a consequence of a proposed development during its construction, operation or decommissioning.
WFD	Water Framework Directive – European Union directive which commits member states to achieve good qualitative and quantitative status of all water bodies.



Abbreviation	Description
Worst-case assumption (or scenario)	An assumption adopted within an environmental impact assessment which identifies a scenario or parameter that would likely result in the maximum environmental effect (termed the worst-case). This is typically applied where uncertainty exists over the detail of a particular development component or approach to project delivery, for which a basis of assessment is needed.
ZCH	Zero Carbon Humber



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1.0 ON-TECHNICAL SUMMARY

1.1 Introduction

- 1.1.1 This document presents a Non-Technical Summary ('NTS') of an addendum to the Environmental Statement ('ES') that has been prepared to accompany an application ('the Application') for a Development Consent Order ('DCO') to the Secretary of State ('SoS) (for Business, Energy and Industrial Strategy) under Section 37 of the Planning Act 2008 ('the 2008 Act'), by Keadby Generation Limited ('the Applicant') for a new low carbon power station within Keadby Power Station site, near Scunthorpe, Lincolnshire. A DCO is required for the Proposed Development as it falls within the definition and thresholds for a 'Nationally Significant Infrastructure Project' (an 'NSIP'). If granted by the Secretary of State, the DCO will provide the necessary authorisations and consents for the construction, operation and maintenance of the Proposed Development. In this NTS and throughout the ES addendum, this is referred to as the 'Proposed Development'.
- 1.1.2 The Application, accompanied by an Environmental Statement [APP-043 to APP-159] and an ES Non-technical Summary [APP-042], was submitted on 1 June 2021 and was prepared in accordance with the Infrastructure Planning ('Environmental Impact Assessment') Regulations 2017 ('the EIA Regulations').

- 1.1.3 During the Pre-Examination period and the early stages of Examination, the Applicant has continued to engage extensively with stakeholders and has continued to develop further design information for the future construction and operation of the Proposed Development.
- 1.1.4 In particular, since the submission of the DCO application, the Applicant has engaged with two potential design contractors to progress a more detailed design of this 'First of a Kind' Proposed Development and through this ongoing work, the Applicant has identified a limited number of changes ('the Proposed Development Changes') that are sought to be made to the Proposed Development.
- 1.1.5 The Applicant considers that the Proposed Development Changes to the Application, taken together, are material, in that they are materially different to the scheme on which the original application was made, although do not change the fundamental nature or scale of the Proposed Development. Therefore, the Applicant is notifying the Examining Authority ('ExA') of its intention to formally request a material change to the Application and seeks advice from the ExA on the procedural implications. The Proposed Development Changes are intended to enhance the Application, which remains an application for fundamentally the same Project.



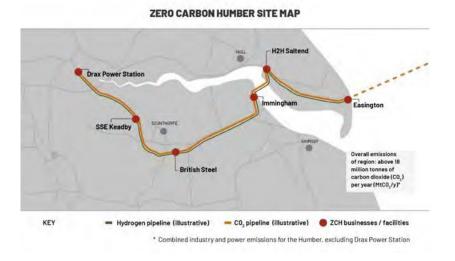
1.2 The Proposed Development

- 1.2.1 The Proposed Development will be a Combined Cycle Gas Turbine (CCGT) power station like Keadby 1 and Keadby 2 Power Station but will also be fitted with 'First of a Kind' in the UK carbon capture plant (CCP) technology. Depending on how often the plant will run, this will capture up to 2 million tonnes of carbon dioxide (CO₂) emissions per annum, that would otherwise be emitted into the atmosphere. This is equivalent to the annual energy use of over half a million homes in the UK. The Applicant will not build the CCGT without the CCP as the Applicant is committed to building a generating station which has a clear route to decarbonisation. The Proposed Development will therefore make a significant contribution towards the UK reaching its Net Zero greenhouse gas (GHG) emissions target by 2050.
- 1.2.2 The Proposed Development will work by capturing carbon dioxide emissions from the gas-fired power station and connecting into the Zero Carbon Humber (ZCH) Partnership export pipeline and gathering network for onward transport to the Endurance saline aquifer under the North Sea. ZCH Partnership will be responsible for the construction, operation and decommissioning of the carbon dioxide gathering network linking onshore power and industrial facilities including the Proposed Development in the Humber Region. The carbon dioxide export pipeline does not, therefore, form part of the Proposed Development and is not

- included in the Application but will be the subject of separate consent applications by third parties, such as the Humber Low Carbon Pipeline DCO Project by National Grid Ventures.
- 1.2.3 All of the land included within the DCO boundary (or 'Order Limits') is referred to as 'the Proposed Development Site' for the purposes of this NTS and is described in Sections 3.0 and 4.0 of this NTS.
- 1.2.4 This document provides a summary of the ES Addendum which has been prepared to accompany the Application of Material changes to the applied for DCO as if consulting under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) ('the EIA Regulations'). The purpose of this NTS is to describe the changes to the Proposed Development and provide an overview of the key findings of the initial environmental assessment of these changes.



Figure NTS1: Zero Carbon Humber Site Map



1.3 The Applicant

1.3.1 The Applicant remains the same as for the original DCO application, Keadby Generation Limited, who are the freehold owner of a large part of the Proposed Development Site and a wholly owned subsidiary of the FTSE-listed SSE plc, one of the UK's largest and broadest-based energy companies, and the country's leading developer of renewable energy generation. Over the last 20 years, SSE plc has invested over £20bn to deliver industry-leading offshore wind, onshore wind, CCGT, energy from-waste,

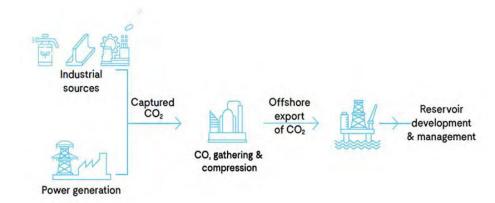
- biomass, energy networks and gas storage projects. The Applicant owns and operates the adjacent Keadby 1 Power Station and is in the process of commissioning the Keadby 2 Power Station. SSE also operates the Keadby Windfarm which lies to the north and south of the Proposed Development Site and generates renewable energy from 34 turbines, with a total installed generation capacity of 68MW.
- 1.3.2 SSE has produced a 'Greenprint' document (SSE, 2020) that sets out a clear commitment to investment in low carbon power infrastructure, working with government and other stakeholders to create a Net Zero power system by 2040. This includes investment in flexible sources of electricity generation and storage for times of low renewable output which will complement other renewable generating sources, using low-carbon fuels and/ or capturing and storing carbon emissions. SSE is working with leading organisations across the UK to accelerate the development of carbon capture, usage and storage ('CCUS') clusters, including National Grid Carbon and Equinor, who SSE are now in a new partnership arrangement with.
- 1.3.3 The Proposed Development demonstrates this commitment. The Proposed Development will be built with a clear route to decarbonisation, being equipped with post-combustion carbon capture technology, consistent with SSE's commitment to reduce the carbon intensity of electricity generated by 80% by 2030, compared to 2018 levels.



1.4 What is Carbon Capture, Usage and Storage?

1.4.1 CCUS is a process that removes carbon dioxide emissions at source, for example emissions from a power station or industrial installation, and then compresses the carbon dioxide so that it can be safely transported to 'secure storage, typically an underground geological site, preventing it from being released into the atmosphere. CCUS is crucial to reducing carbon dioxide emissions - the UK Government has committed to achieving Net Zero in terms of (GHG) greenhouse gas emissions by 2050. Figure NTS2 shows what is involved in the process.

Figure NTS2: Illustration of the Carbon Capture, Usage and Storage (CCUS)



1.4.2 Structure of the Original ES

- 1.4.3 In addition to several chapters describing the Proposed Development, the site and policy, the Original ES Volume I [APP-043 to APP-063] contains the following technical assessment chapters:
 - Chapter 8: Air Quality;
 - Chapter 9: Noise and Vibration;
 - Chapter 10: Traffic and Transport;
 - **Chapter 11**: Biodiversity and Nature Conservation;

AECOM DWD



- Chapter 12: Water Environment and Flood Risk;
- **Chapter 13**: Geology, Hydrogeology and Land Contamination;
- Chapter 14: Landscape and Visual Amenity;
- Chapter 15: Cultural Heritage;
- Chapter 16: Socio-economics;
- Chapter 17: Climate Change and Sustainability;
- Chapter 18: Major Accidents and Disasters; and
- Chapter 19: Cumulative and Combined Effects.
- 1.4.4 A preliminary environmental assessment of whether there would be any new or materially different likely significant effects on the environment arising as a result of Proposed Development Changes has been undertaken, with reference to the previous assessments presented within Volume I and II of the ES [APP-044 to APP-098], as updated by other environmental information accepted by the ExA since acceptance of the Application including:
 - Waste Technical Note:
 - Updated Flood Risk Assessment (FRA);
 - Updated Habitats Regulations Assessment (HRA) Appropriate Assessment Report.

1.5 Environmental Impact Assessment Methodology

1.5.1 The Original ES follows standard EIA methodology, which has also been applied in the ES Addendum.

Rochdale Envelope

1.5.2 Where design details cannot yet be finalised a conservative approach has been adopted whereby the option that gives rise to the worst-case potential environmental impacts and effects, taking into account the updated maximum parameters, has been assessed in the ES Addendum. This is known as the Rochdale Envelope approach and is further explained in Advice Note Nine: Using the Rochdale Envelope (Planning Inspectorate, 2018a).

Classification of effects

Page 5

1.5.3 The below Matrix demonstrates the methodology applied to determine the significance of effects. In general, the classification of an effect is based on the magnitude (scale) of the impact and sensitivity or value/ importance of the receptor, using the matrix shown in Table 1. Moderate and major effects are considered to be 'significant' for the purposes of the EIA Regulations in accordance with standard EIA practice.



Table 1: Classification of effects

Magnitude	Sensitivity/Importance of Receptor			
of Impact	High	Medium	Low	Very Low
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very Low	Minor	Negligible	Negligible	Negligible

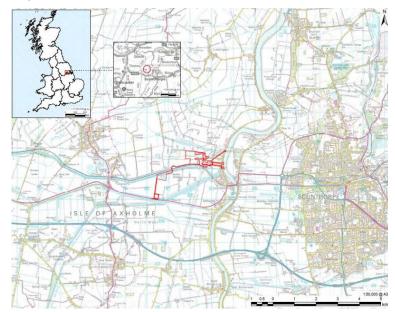


2.0 DESCRIPTION OF EXISTING ENVIRONMENT

2.1 The Site and Surroundings

2.1.1 The Proposed Development Site is located within and near to the existing Keadby Power Station site near Scunthorpe, Lincolnshire, as shown on **Figure NTS3**, and is centred on national grid reference 482351, 411796.

Figure NTS3: Proposed Development Site Location Plan



- 2.1.2 The Keadby Power Station site includes the operational Keadby 1 Power Station and Keadby 2 Power Station (under commissioning). It falls within the administrative area of North Lincolnshire Council (NLC).
- 2.1.3 Beyond the current Keadby Power Station site, land use is predominantly low lying farmland and scattered villages, however, the immediate site surroundings have been developed in recent years with power related infrastructure, including the operational Keadby Windfarm to the north and south of the Proposed Development Site and the pylons associated with the existing National Grid 400kV Substation located within the Proposed Development Site.

2.2 Parts of the Proposed Development Site

- 2.2.1 The Proposed Development Site now covers an area of 69.85 hectares (ha) with the proposed design changes resulting in a minor increase of 0.43ha in the amount of the applicants land required.
- 2.2.2 Many components together make up the Proposed Development Site as shown in **Figure NTS4**, and for the purposes of the ES Addendum, the following names (described in Section 4.0 of this NTS) are used to describe parts of the Proposed Development Site:

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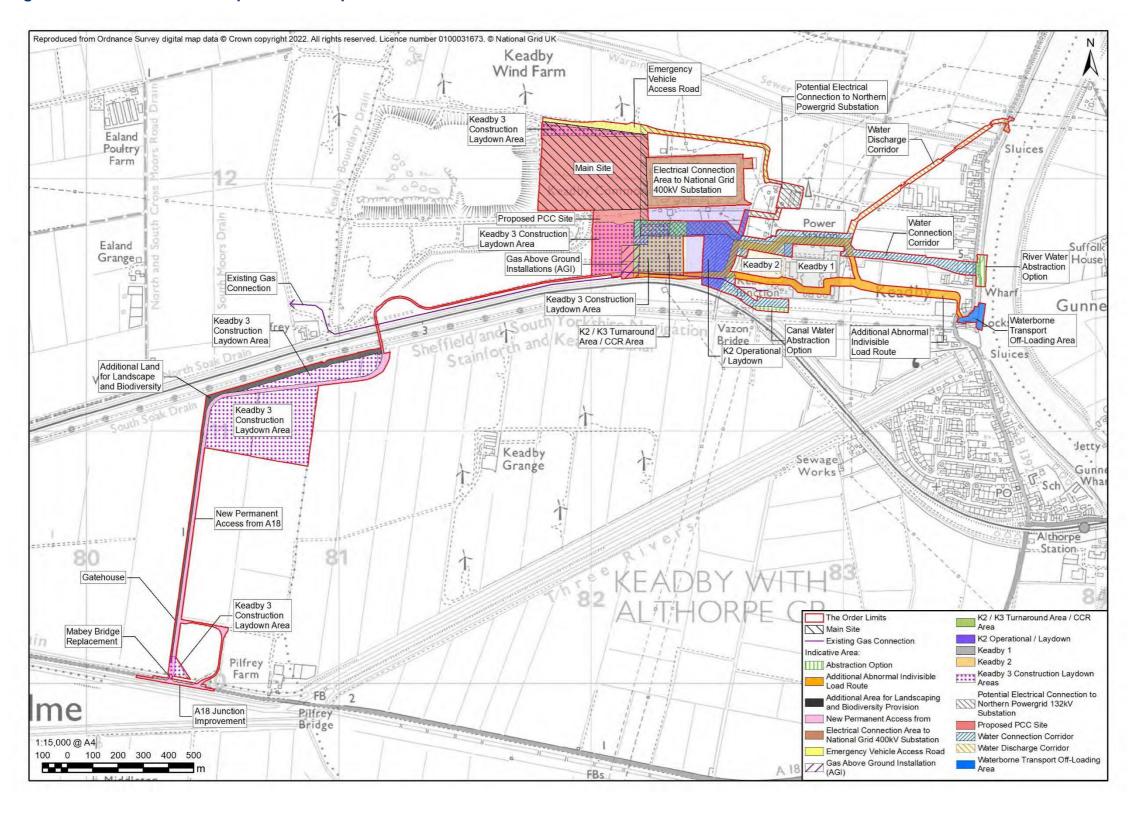
- The Proposed Power and Carbon Capture site (Proposed PCC Site) which includes an area referred to as the 'Main Site';
- Electrical Connection Area to National Grid 400 kilovolt (kV) Substation;
- Potential 132kV Electrical Connection from Northern Powergrid Substation;
- Emergency Vehicle Access Road;
- Land within the Keadby Power Station site for the purposes of facilitating connections to the Proposed Development for natural gas supply (Gas Connection Area), and other necessary infrastructure (including 'Water Connection Corridor');
- Water Connection Corridors including River Water Abstraction Option and Canal Water Abstraction Option and Water Discharge Corridor;
- Waterborne Transport Offloading Area;
- Additional Abnormal Indivisible Load (AIL) Route;
- Construction Laydown Areas;
- Construction and Operational Vehicular Site Access Route and Gatehouse;

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- A18 Junction Improvement and Mabey Bridge replacement; and
- Additional area for Landscaping and Biodiversity Provision.
- 2.2.3 The proposed design changes affecting these parts of the proposed project are discussed below at Section 3.2.



Figure NTS4: Areas of the Proposed Development Site Referred to in the ES Addendum

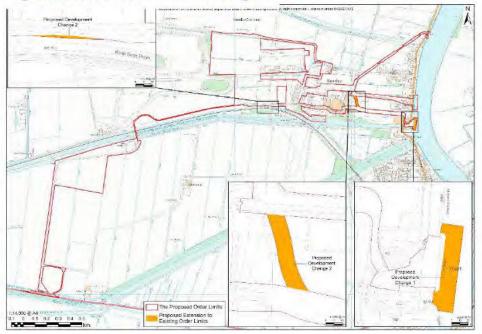




Existing land use (Proposed Development Changes)

2.2.4 The majority of the Proposed Development Changes are located within the Order Limits submitted with the DCO Application (as shown on APP-101). However, two minor changes to the Order Limits as a result of the Proposed Design changes are required, as shown on Figure NTS5 below.

Figure NTS5: Order Limit Changes



- 2.2.5 The two Proposed Development Changes that affect the Order Limits are as follows:
 - Proposed Development Change 1: addition of a section of river bed to be used by moored vessels in the Waterborne Transport Off-loading Area.
 - Proposed Development Change 2: Extension to the Abnormal Indivisble Load (AIL) Route through Keadby 1 Power Station outage/contractor compound, which runs through semi-improved grassland/scrub and hardstanding land occupied by services.

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3.0 THE PROPOSED DEVELOPMENT

3.1 Purpose and Components of the Proposed Development

3.1.1 The purpose of the Proposed Development, along with the majority of the construction, operation, maintenance and eventual decommissioning activities relating to the Proposed Development remain unchanged by the Proposed Design changes. All proposed changes are discussed below.

3.2 Proposed Changes to the Proposed Development

Introduction

- 3.2.1 The Applicant is proposing five changes to the Proposed Development. The Proposed Development Changes set out in this report have resulted from design contractor involvement, which has continued to refine the detail of this 'First of a Kind' Project implementation.
- 3.2.2 The five Proposed Development Changes are:
 - Change 1: Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf). An increase in the extent of land included in the Order Limits within the River Trent which would be occupied by delivery vessels is proposed in order to accommodate the largest (82m long) potential vessels,

- as used during the construction of Keadby 2 Power Station . Where vessels are required to be moored for the full tide cycle, they could require use of the sea bed, which is Crown Land and as such, it is intended to negotiate voluntarily for rights for this (**Work No. 10B**).
- Change 2: Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land (Work No. 10A). The Applicant proposes an extension to the AIL Route (Work No. 10A), to avoid reliance on routeing all AlLs through Keadby Power Station due to this being an operational site with the potential for health and safety risk management practices to affect the construction timescale and the speed of deployment of this nationally significant infrastructure. This extension utilises land within the Keadby power station site that is currently used as a contractor/ outage compound area, east of Keadby 1 Power Station and north of Keadby 1 Power Station which is all within land under the control of the Applicant. Demolition/ relocation of several small existing Keadby 1 Power Station buildings/ offices within this area may be required. The route would seek to avoid loss of and disturbance to existing vegetation, although where permanent loss of vegetation is compensation/ unavoidable. enhancement biodiversity including replacement tree planting would be undertaken. Temporary steel bridges will be used to span two drainage ditches (as was the case during the construction of Keadby 2 power station).

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- Where the route of the Additional AIL route crosses existing services including Keadby 1 cooling water pipework, a temporary piled steel bridge structure would be used to minimise risk of damage to the pipework and other services. Other parts of the AIL route extension would be constructed using similar materials and techniques to the existing retained AIL Route created for Keadby 2 Power Station construction. Vehicles using the All Route extension to deliver All's would travel west along the northern boundary of Keadby 1 Power Station, within the Order Limits, and then cross Chapel Lane making use of existing site roads adjacent to the existing above ground tank farm to re-join the existing AlL Route along Bonnyhale Road. A very minor increase (0.02ha) to the Order Limits south of Bonnyhale Road is also proposed to allow oversail of the largest AIL components. This area is within the Applicant's land.
- Change 3: Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed. Ongoing engagement with design contractors has identified that in the event that two absorbers are required for the removal of CO₂ from flue gases within the CCP (Work No. 1C), the twin absorber units and stacks may extend to a maximum height of up to 80m above ground level ('AGL') for the absorber towers and an additional up to 15.5m in height for the stacks i.e. up to 95.5m AGL in total, which equates to a maximum of

- 98.3m Above Ordnance Datum (AOD) for each absorber and associated stack. These maximum dimensions established through ongoing design development are approximately 20m higher than those previously assessed for the twin absorber option in the Original ES and presented as a parameter in the draft DCO [APP-005].
- Change 4: Increase to the maximum heights of the carbon dioxide stripper column. Ongoing design development with design contractors has identified that the proposed CO₂ stripper column (also Work No. 1C) may have a maximum height of up to 63m AGL, which equates to a maximum of 65.8m AOD which is 10m higher than was included as a parameter in the draft DCO [APP-005].
- Change 5: Increase in proposed soil import volumes to create a suitable development platform. Ongoing design development and engagement with design contractors has identified that additional volumes of soil and fill material may need to be imported to provide a suitable platform for foundations and site levels across the Proposed PCC Site, taking into account anticipated ground conditions and the revised finished floor level (revised from 2.6m AOD up to 2.8m AOD based on an updated Flood Risk Assessment). Up to 180,000m³ of soils may need to be imported, representing an increase of 50,000m³ over the volume previously stated in the Original ES. However no

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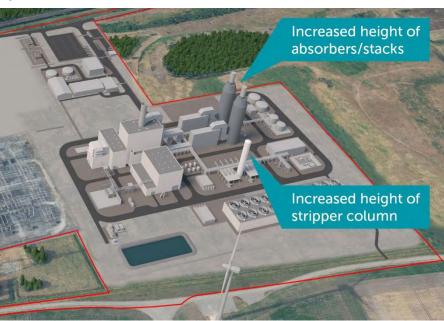
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material change to the timing of the peak of construction would be required as a result of the soil import increase.

3.2.3 **Figure NTS6** shows the visualisation of the Proposed PCC Site based upon the proposed revised maximum dimensions, twin absorbers and the change to the Proposed Development Site boundary.





3.2.4 Figures NTS7 and NTS8 show an indicative layout of the Proposed PCC Site. Figure NTS7 shows the indicative layout of the Proposed PCC Site with a single absorber installed. Figure NTS8 shows the indicative layout of the Proposed PCC Site based on the twin absorber option. The CCGT and CCP including absorber stack(s) would still be located within the defined Work Areas 1A and 1C (Application Document Ref. 4.3) i.e. within the Main Site on the northern part of the Proposed PCC Site.

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Figure NTS7: Indicative Proposed PCC Site Layout Single Absorber

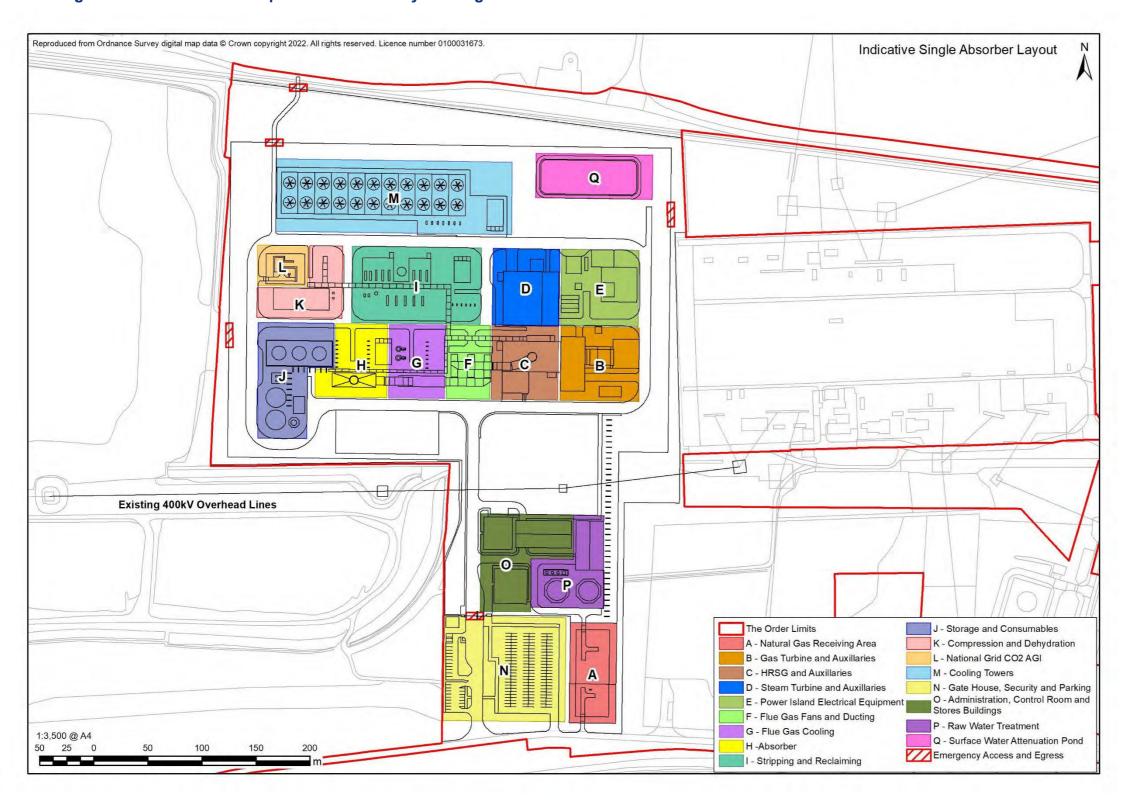
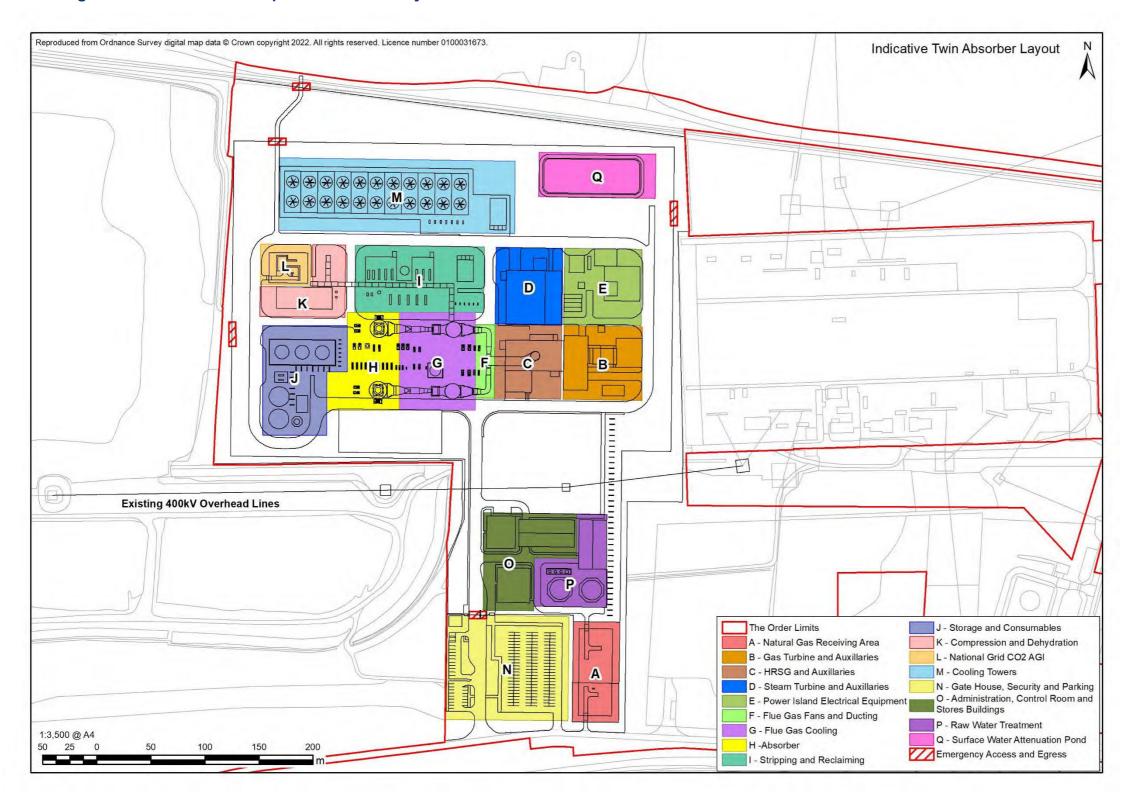




Figure NTS8: Indicative Proposed PCC Site Layout Twin Absorber



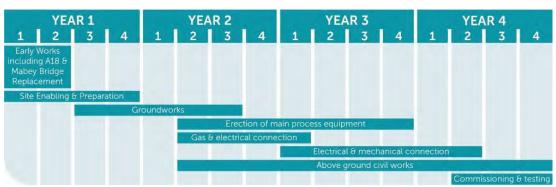


3.3 Effects of the Proposed Changes on Construction of the Proposed Development

- 3.3.1 There are no changes to the construction programme as a result of the Proposed Design Changes and construction is still anticipated to potentially commence as early as Quarter 4 2022 which is the earliest that consent could be granted. Construction activities are expected to be completed within three to four years, followed by commissioning; however, detailed phasing will be the responsibility of the appointed construction contractor(s).
- 3.3.2 Each environmental assessment topic within the Original ES and ES Addendum identifies and assesses the reasonable 'worst-case' construction scenario for

- that topic, where relevant. The DCO Application seeks consent for commencement of development up to seven years from the date of granting of consent. For this reason, a scenario where construction commences later in the programme up to 2029 has also been assumed as a reasonable worst-case for some technical assessments in the ES, such as Traffic and Transport.
- 3.3.3 The Applicant would appoint contractor(s) to undertake the construction phase of the Proposed Development. The Applicant would retain overall responsibility for the project and would ensure that the works would be undertaken in accordance with legal requirements.
- 3.3.4 An indicative construction programme is outlined in **Table 2** below.







- 3.3.5 The Core construction working hours remain unchanged and are proposed to be 07:00 to 19:00 Monday to Friday (except bank holidays) and 08:00 to 13:00 on Saturdays. However, as outlined in the Original ES, it is likely that some construction activities may need to be undertaken outside of these core working hours, subject to agreement with (NLC) North Lincolnshire Council.
- 3.3.6 A detailed Construction Environmental Management Plan (CEMP) will be prepared prior to construction. The submission, approval and implementation of this will be secured by a Requirement of the draft DCO (APP-005). A Framework CEMP (APP-160) has been prepared and is submitted accompanying the DCO Application. The Framework CEMP revised at deadline 3 (REP3-010) sets out the key measures to be employed during construction to control and minimise the impacts on the environment.
- 3.3.7 All enabling and construction works will be undertaken in accordance with the Construction Design and Management Regulations (2015) (CDM Regulations) (HMSO, 2015)
- 3.3.8 Changes in the construction activities from those assessed in the Original ES as a result of the Proposed Development Changes are described below:

 Change 1 does not result in any changes to construction activities.

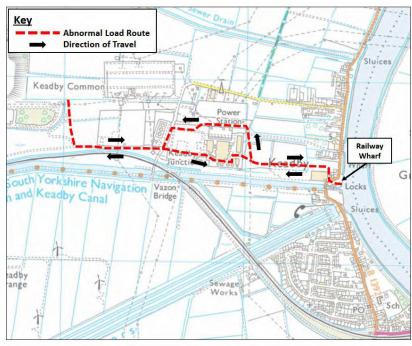
Change 2:

- The temporary haul road will be constructed using geotextile separation membrane with granular compacted stone laid on top and using a temporary piled steel bridge to span the Keadby 1 cooling pipeline.
- Temporary steel bridges will be used to span two drainage ditches
- A very minor increase (0.02ha) to the Order Limits south of Bonnyhale Road is also proposed to allow oversail of the largest AIL components. This area is within the Applicant's land.
- Following construction of the extension to the AIL Route, enhancement of habitats within the route will be undertaken as part of the overall landscape and biodiversity management and enhancement proposals (Work No. 11a).

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Figure NTS9: Abnormal Indivisible Load Route from Wharf



- Changes 3 & 4: do not result in any changes to construction activities.
- Change 5: An increase of up to 50,000m³ above the previously presented volume of 130,000 m³ related to the maximum proposed import volumes for soil (described in Chapter 5: Construction Programme and Management [APP-048]) is proposed to provide

a suitable platform for foundations and buildings/ equipment across the PCC Site during construction. In part this change is due to the increase in required site levels from 2.6mAOD to 2.8mAOD as identified by the updated Flood Risk Assessment that was submitted into Examination at Deadline 1.

3.4 Effects of the Proposed Changes on Operation of the Proposed Development

There will be no changes to the operation of the Proposed Development as a result of the Proposed Development Changes.

3.5 Effects of the Proposed Changes on Decommissioning of the Proposed Development

There will be no changes to the decommissioning of the Proposed Development as a result of the Proposed Development Changes.



4.0 CONSIDERATION OF ALTERNATIVES TO THE PROPOSED DESIGN CHANGES

4.1 Introduction

4.1.1 The EIA Regulations state that an ES (and therefore an ES Addendum) should include a description of reasonable and relevant alternatives studied by an applicant, taking into account potential environmental effects. **Chapter 6**: Consideration of Alternatives [APP-049] provides this information in the Original ES; in respect of the Proposed Development Changes the alternatives considered are discussed below and will be included in the ES Addendum.

4.2 Alternatives considered

- 4.2.1 Proposed Development Change 1 (extension of Waterborne Transport Offloading Area to incorporate land within River Trent). Alternatives to making this change would involve reducing the size of the largest boats that could be moored at the wharf, leading to more construction being required on site and potentially more road transport movements, and have therefore not been considered further.
- 4.2.2 Proposed Development Change 2 (extension to the Additional AIL Route):

- The use of a route solely through Keadby 1 was initially proposed and remains an option to be utilised, however it does introduce additional health and safety risks of routeing abnormal load movements through an operational Power station site.
- 4.2.3 Proposed Development Change 3 (increase to the maximum parameters (height) for the twin absorbers/ stacks):
 - The technology licensor(s) considers that, based on the current level of design information, there is a need to increase the maximum height of the twin absorbers and stacks, recognising that the detailed design may be able to reduce the heights from the maxima presented.
 - No alternative consent routes are possible and a change to the DCO Application is required to authorise the extra height.
- 4.2.4 Proposed Development Change 4 (increase to the maximum parameters for CO₂ stripper column):
 - The technology licensor(s) considers that, based on the current level of design information, there is a need to increase the maximum height of the stripper, recognising that the detailed design may be

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- able to reduce the height from the maximum presented.
- No alternative consent routes are possible and a change to the DCO application is required to authorise the extra height.
- 4.2.5 Proposed Development Change 5 (increase in proposed soil import volumes):
 - No alternatives to this Proposed Development Change have been previously considered. This proposed change allows the higher elevation site platform to be constructed while minimising the risk of ground conditions being unsuitable for the Proposed Development.





5.0 SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS OF PROPOSED DEVELOPMENT CHANGES

- 5.1.1 This section presents a summary of the likely environmental effects predicted to occur as a result of the Proposed Development Changes. The likely significant environmental effects will be fully described in ES Addendum Volume I (and its accompanying technical appendices (ES Volume II) once the documents are published.
- 5.1.2 A screening exercise has been carried out to decide which environmental assessments and topics should be scoped in and out of the assessment within the ES Addendum, given the nature of the Proposed Development Changes. Assessment of the environmental effects of the Proposed Development Changes for each of the topics that have been scoped for inclusion will be included in the ES Addendum.



Table 3: Keadby 3 Carbon Capture Power Station

Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
1-7	Chapters 1 – 7 are non- technical chapters and therefore do not report changes in significance and magnitude
8	There are no changes to the magnitude of significance or introduction of any new significant effects within Chapter 8 : Air Quality resulting from the Proposed Design changes and the changes would not result in significant effects on air quality receptors.
	Change 1 – no change
	Change 2 – no change
	Change 3
	An assessment of emissions resulting from the revised parameters for the twin absorbers option has been undertaken, however there are no new or different significant operational air quality impacts at human health receptors as a result of Proposed Development Change 3.
	At ecological receptors, the results from the modelling of the two absorber stacks indicate that the concentrations of NOx and NH3 are very slightly higher at the majority of the ecological receptors assessed; due to wider pollutant dispersal, although the overall level of impact remains comparable to those presented with Chapter 8: Air Quality of the Original ES Volume I (Document Ref. 6.2.8) [APP-051].
	Change 4 – no change
	Change 5 – no change



Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
9	There are no adverse changes to the significance of effects assessment on noise sensitive receptors (NSR), or introduction of any new significant effects, within Chapter 9: Noise and Vibration.
	Change 1 – no change
	Change 2
	An assessment of construction noise from installation of the temporary piled bridge structure for crossing existing services has been undertaken based on the comparable bridge installation works required during the construction of Keadby 2 power station. There are no new or different significant effects as a result of Proposed Development change 2.
	Change 3
	Modelling and assessment of operational noise levels resulting from the revised parameters and additional information for the twin absorbers option has been undertaken. However, there are no new or different significant operational noise effects as a result of Proposed Development change 3.
	Change 4 – no change
	Change 5 – no change
10	There are no changes to the magnitude of significance or introduction of any new significant effects within Chapter 10 : Traffic and
	Transport and Appendix 10A: Transport Assessment as a result of the Proposed Design Changes. The proposed increased in soil or fill volume import to Site remains within the Rochdale Envelope assessed in the Original ES and does not change the conclusions presented in that ES chapter.



Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
11	There are no changes to the magnitude of significance or introduction of any new significant effects within Chapter 11 : Biodiversity and Nature Conservation or the HRA Assessment resulting from the Proposed Development Changes.
	While there would be additional losses of small areas of grassland and plantation woodland habitat of local nature conservation value resulting from the changes to the indicative Order Limits this will not affect the conservation status of these habitats in the wider local landscape and will be appropriately compensated through the Landscaping and Biodiversity Management and Enhancement Plan (LBMEP).
12	There are no changes to the magnitude of significance or introduction of any new significant effects within Chapter 12 : Water Environment & Flood Risk resulting from the Proposed Development changes and the changes would not result in significant effects on water receptors, Water Framework Directive ('WFD') compliance, navigation or flood risk.
	Change 1 – An extension of the Waterborne Transport Offloading Area is proposed to incorporate land within the River Trent to enable mooring of vessels during loading/ unloading while taking into account tidal changes. The Navigation Risk Assessment already takes account of this scenario and there is no change to the assessment in Chapter 12: Water Environment and Flood Risk of ES Volume I (Document Ref. 6.2).
	Change 2 – The Applicant proposes an extension to the Additional AIL Route (Work No. 10A). This will require crossings of drainage ditches (Drain 2 and 6). Temporary steel bridges will be used to span the drainage ditches (as was the case during the construction of Keadby 2 power station). There would therefore be no hydromorphological impact to these drainage ditches relating to this change. Furthermore, through implementation of mitigation measures to protect the watercourses from runoff of fine sediment or accidental spillages during construction, as outlined in the existing Framework CEMP (Application Document Ref No 7.1) (APP-160), no water quality deterioration would be anticipated, nor non-compliance with the WFD (i.e., no deterioration against WFD status in the wider catchment or prevention of future improvement in WFD status).
	Change 3 – There would be no material change to the significance of effects on water dependent ecological sites arising from atmospheric deposition of emissions from the increased height of the twin absorbers/ stacks. The dispersion modelling of the twin



Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
	absorber stacks indicates that while the concentrations of NOx and NH3 are very slightly higher at the majority of the ecological receptors assessed, the overall level of impact remains comparable to those presented with Chapter 8: Air Quality of ES Volume I (Document Ref. 6.2.8) [APP-051].
	Change 4 – There would be no new or different significant construction or operational effects to the water environment and flood risk, in comparison with Chapter 12: Water Environment and Flood Risk of ES Volume I.
	Change 5 – There would be no new or significantly different construction or operational effects to the water environment and flood risk, in comparison with Chapter 12: Water Environment and Flood Risk of ES Volume I.
13	There are no changes to the magnitude of significance or introduction of any new significant effects within Chapter 13: Geology, Hydrogeology and Land Contamination resulting from the changes to the indicative Order Limits and the changes would not result in significant effects on geology, hydrogeology or contaminated land.
14	There are no changes to the magnitude of significance or introduction of any new significant effects within Chapter 14: Landscape and Visual Amenity resulting from the changes to the indicative Order Limits.
	Change 1: There would be no new or different significantly construction or operational effects to landscape and visual amenity receptors as a result of the Proposed Development Changes.
	Change 3: It is expected that Proposed Development Change 3 would result in a marginal increase in massing of tall structures but would result in no change in the overall nature of views from identified representative viewpoints. It is judged that there would be no increase in





Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
	the level of impact on receptors in comparison to the single absorber column/ stack (assessed as worst-case scenario) within Chapter 14: Landscape and Visual Amenity of ES Volume I.
	Change 4: Construction operations including plant and activity associated with the Proposed Development Change would be of a similar scale and nature to those assessed in the Original ES and would not change the assessment of construction effects. No new significant construction effects on landscape and visual amenity receptors are judged to occur as a result of the Proposed Development Change. The Proposed Development Change would result in the marginal increase in visibility of one of the structures, but it is judged that this Change would not increase the level of impact on receptors and there would be no change to the level of significance of effect on landscape receptors, visual receptors and dynamic views.
	Change 5 – no change. The Proposed design changes do not result in new or a change to existing significant effects for decommissioning and do not require any additional mitigation, monitoring or enhancement measures.
15	Change 1 – no change. Change 2: This has the potential to impact previously unrecorded below ground archaeological remains. Appendix 15A: Cultural Heritage Deskbased Assessment identified a high potential for encountering previously unrecorded archaeological remains dating to the Roman period and a medium potential for archaeological remains dating to the prehistoric period. Any such remains would be of medium
	value. The Proposed Development Change could result in the assets being significantly altered or modified which would constitute a medium magnitude of impact, resulting in a moderate adverse effect, which is significant. No additional mitigation measures are required above those stated in Chapter 15 : Cultural Heritage of the Original ES, as this sets out that mitigation measures for



Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
	archaeological assets which will experience significant adverse effects, will be considered to ensure that archaeological remains are appropriately investigated, recorded and preserved. A written scheme of investigation (WSI) would be required for any phases of archaeological evaluation, which would enable appropriate mitigation measures to be designed and implemented.
	Change 3: Even with the proposed increased height of the twin absorbers, the level of significance of effect on heritage assets remains lower than that assessed for the larger single absorber option presented in the Original ES; therefore, the originally assessed moderate adverse effect, as identified in Chapter 15 : Cultural Heritage of the Original ES, remains.
	There are no new or different significant operational effects to cultural heritage as a result of the Proposed Development Changes in comparison with Chapter 15 : Cultural Heritage of the Original ES.
	There are no new or different significant decommissioning effects to cultural heritage as a result of the Proposed Development Changes in comparison with Chapter 15 : Cultural Heritage.
	No additional mitigation measures are required as a result of the Proposed Development changes, above those stated in Chapter 15: Cultural Heritage of the Original ES.
16	There are considered to be no changes to Chapter 16 : Socio-Economics and Appendix 16A : Population and Health Signposting and Human Health conclusions resulting from the Proposed Development Changes. Appendix 16A : Human Health conclusions therefore remain unchanged. Socio Economics and Population and Health were screened out of requiring further assessment within the ES Addendum.
17	There are no new significant changes or changes in magnitude to Chapter 17 : Climate Change and Sustainability resulting from the Proposed Development Changes.

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Chapter	Description of change/ likely significant effect resulting from change to the indicative Order Limits and Proposed Design Changes
18	There are considered to be no changes to Chapter 18: Major Accidents and Disasters resulting from the Proposed Development Changes.
	Major Accidents and Disasters has been scoped out of further assessment at ES Addendum.
19	There are considered to be no changes to Chapter 19: Cumulative and Combined Effects resulting from the Proposed Development Changes
20	There are considered to be no changes to Chapter 20: Summary of Likely Significant Residual Effects resulting from the Proposed Development Changes.



6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 The ES Addendum will present the findings of the EIA assessment that will be undertaken for the Proposed Development Changes and includes an assessment of the potential environmental impacts and effects of the Proposed Development Changes during construction, operation (including maintenance, where appropriate) and decommissioning.
- 6.1.2 Section 6.0 of this NTS and Chapters 8-18 (ES Addendum Volume I Application Document Ref.) have considered how the Proposed Development Changes may alter the potential environmental impacts and effects of the Proposed Development (after mitigation and enhancement measures are taken into account).
- 6.1.3 The assessment has been undertaken following Rochdale Envelope principles whereby worst-case assumptions have been used for any aspects where the final design selection cannot yet be been made and flexibility must be retained.

7.0 REFERENCES

Department of Energy and Climate Change, Overarching National Policy Statement for Energy (EN-1) (London, The Stationery Office, 2011)

Department of Energy and Climate Change, National Policy Statement for Fossil Fuel Electricity Generating Infrastructure (EN-2) (London, The Stationery Office, 2011)

Department of Energy and Climate Change, National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) (London, The Stationery Office, 2011)

Department of Energy and Climate Change, National Policy Statement for Electricity Networks Infrastructure (EN-5) (London, the Stationery Office)

Her Majesty's Stationery Office, The Planning Act 2008

Planning Inspectorate (PINS) (2018a) Advice Note Nine – Using the Rochdale Envelope

Planning Inspectorate (PINS) (2018b) Advice Note Twelve Transboundary Impacts and Process.

Planning Inspectorate (PINS) (2020) Scoping Opinion: Proposed Keadby 3 Low Carbon Gas Power Station Development

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Scottish and Southern Electricity (SSE) (2020), A Greenprint for a Cleaner Resilient Economy



APPENDIX 5.5: CONSULTATION RESPONSES

From: <u>Customer Care</u>

To: ; <u>Customer Care</u>

Subject: RE: EXT:Keadby 3 – Proposed Changes to the Project

Date: 18 February 2022 17:38:31

Attachments: image001.png

Good Evening,

Unfortunately we do not cover area **DN17 3EF** you would need to contact cadent gas in regards to this

Kind Regards,

Customer Care Advisor

Northern Gas Networks

Tel:

Email: customercare@northerngas.co.uk



This will enable us to handle your query in a timely manner.



Get involved! Have your say in the future of your gas network and win great prizes, by taking part in our BIG customer survey at the survey at the part in a range of activities from workshops to roadshows. Together, we are the network.

Northern Gas Networks Limited (05167070) | Northern Gas Networks Operations Limited (03528783) | Northern Gas Networks Holdings Limited (05213525) | Northern Gas Networks Pensions Trustee Limited (05424249) | Northern Gas Networks Finance Plc (05575923). **Registered address:** 1100 Century Way, Thorpe Park Business Park, Colton, Leeds LS15 8TU. Northern Gas Networks Pension Funding Limited Partnership (SL032251). **Registered address:** 1st Floor Citypoint, 65 Haymarket Terrace, Edinburgh, Scotland, EH12 5HD. For information on how we use your details please read our

From:

Sent: 18 February 2022 17:11

To: Customer Care <customercare@northerngas.co.uk> **Subject:** EXT:Keadby 3 – Proposed Changes to the Project

You don't often get email from @dwdllp.com.

External email! - Think before you click

Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis

Chartered Surveyors & Town Planners
6 New Bridge Street
London
EC4V 6AB

This e-mail (and any attachments) may be confidential and privileged and exempt from disclosure under law. If you are not the intended recipient, please notify the sender immediately and delete the email. Any unauthorised disclosure, copying or dissemination is strictly prohibited.

DWD is the trading name of Dalton Warner Davis LLP, a Limited Liability Partnership. Registered in England No. OC304838. Registered Office: 6 New Bridge Street, London EC4V 6AB.

From: on behalf of NSIP.Applications@hse.gov.uk

To:

Subject: RE: Keadby 3 – Proposed Changes to the Project

Date: 22 February 2022 14:26:10

Attachments: image001.jpg

Good afternoon,

With regards to the email below.

The three proposed extensions to the order limits does not change HSE's advice as given previously.

Thanks and regards,



Health and Safety Executive - Chemicals, Explosives and Microbiological Hazards Division 1.2 Redgrave Court, Merseyside L20 7HS

Tel:

E-mail:

From:

Sent: 18 February 2022 15:35

To: NSIP Applications < NSIP. Applications@hse.gov.uk>

Subject: Keadby 3 - Proposed Changes to the Project - Forwarded to ML/LP for advice - MEV

21/02/2022

Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis

Chartered Surveyors & Town Planners 6 New Bridge Street London EC4V 6AB



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From: RHA-Safeguarding

To: Subject:

RE: Keadby 3 – Proposed Changes to the Project

Date: 23 February 2022 15:34:37

Good Afternoon

Many thanks for sending over the plans, I can confirm that Doncaster Sheffield Airport has No Objection to the proposed changes.

The maximum structure height for us in that area would be 150m.

Regards



From:

Sent: 18 February 2022 16:43

To: RHA-Safeguarding <safeguarding@flydsa.co.uk> **Subject:** Keadby 3 – Proposed Changes to the Project

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Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis

Chartered Surveyors & Town Planners 6 New Bridge Street London

London EC4V 6AB



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From: **Eclipse Enquiries** To: Subject: RE: Keadby 3 - Proposed Changes to the Project Date: 01 March 2022 09:25:45 Attachments: image001.png image002.png image003.ipg Hello, We can confirm we do not have anything in this area at present. Thank you for your email. Please do not hesitate to contact me with any queries **Eclipse Power** Office: Mobile: This e-mail is intended exclusively for the individual(s) to whom it is addressed and may contain information that is privileged, or confidential. If you are not the addressee, you must not read, use or disclose the contents of this e-mail. If you receive this e-mail in error, please notify giving the name of the sender and delete the e-mail immediately. Eclipse Power has taken every reasonable precaution to ensure that an attachment to this e-mail has been checked for any viruses. Eclipse Power cannot, however, accept liability for any damage sustained as a result of software viruses and would strongly advise that you carry out your own virus checks before opening any attachment. From: **Sent:** 25 February 2022 10:48 **To:** Eclipse Enquiries <enquiries@eclipsepower.co.uk>; **Subject:** RE: Keadby 3 – Proposed Changes to the Project Good morning The address of the Proposed Development is land at the Keadby Station Power Station Site, Trentside, Keadby, Scunthorpe, Lincolnshire, DN17 3EF. Kind Regards, BSc (Hons) MRTPI

Senior Planner





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From:

Sent: 18 February 2022 17:13

To: Eclipse Enquiries < enquiries@eclipsepower.co.uk > **Subject:** Keadby 3 – Proposed Changes to the Project

Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis



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SSE Thermal C/O Dalton Warner Davis LLP 6 New Bridge Street London EC4V 6AB

Defence Infrastructure Organisation

Safeguarding Department
Statutory & Offshore
Defence Infrastructure Organisation
St Georges House
DIO Head Office
DMS Whittington
Lichfield
Staffordshire
WS14 9PY

Tel:

E-mail: DIO-safeguarding-statutory@mod.gov.uk

24 February 2022

Your reference: EN010114

Our reference: DIO/10050015 Rev3/2022

Dear Sir/Madam,

MOD Safeguarding - SOSA (Site Outside of statutory Safeguarding Areas)

Proposal: Keadby 3 comprises a low carbon 'Combined Cycle Gas Turbine' ('CCGT') Power Station with a capacity of up to 910 megawatts electrical ('MWe') gross output, including Carbon Capture Plant ('CCP') and associated development (the 'Keadby 3 Low Carbon Gas Power Station'). The inclusion of a carbon capture plant means that the carbon dioxide (CO2) emissions from the power station can be captured and then transported by a CO2 export pipeline for secure storage in a suitable offshore geological site under the North Sea. Keadby Generation Limited proposes five changes to the Keadby Carbon Capture Power Station:

- 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
- 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
- 3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.
- 4. Increase to the maximum heights of the carbon dioxide stripper column.
- 5. Increase in proposed soil import volumes to create a suitable development platform

Location: Land located in the vicinity of the existing Keadby Power Station, Keadby, Near Scunthorpe

Grid Ref's: E 482351 N 411796

E 482509 N 411552 E 482057 N 411634 E 481909 N 411870 E 481930 N 412221 E 482708 N 412110

Thank you for consulting the Ministry of Defence (MOD) on the above notification of the proposed changes, which was received by this office on the 17/02/22

This application relates to a site outside of Ministry of Defence (MOD) statutory safeguarding areas (SOSA). We can therefore confirm that the MOD has no safeguarding objections to this proposal. For clarity our request for the development to be fitted with MOD accredited Aircraft Warning Lighting and DVOF notification is replicated below.

Military Low Flying Training

The airspace over the UK land mass is used to provide the UK Military Low Flying System to deliver essential military low flying training. The proposed development will occupy Low Flying Area 11 within which military fixed wing aircraft are permitted to fly down to 250 feet (76.2 metres) above terrain features. The development proposed will cause a potential obstruction hazard to these military low flying training activities.

To address this impact, it would be necessary for the development to be fitted with MOD accredited 25 candela omni-directional red lighting with an optimised flash pattern of 60 flashes per minute of 200ms to 500ms duration or equivalent infrared lighting on the five tallest structures (Absorber Columns, HRSG Building and HRSG Stack, CO2 Stripper)

The height of the development will necessitate that aeronautical charts and mapping records are amended. Defence Infrastructure Organisation (DIO) Safeguarding therefore requests that, as a condition of any planning permission granted, the developer must notify UK DVOF & Powerlines at the Defence Geographic Centre with the following information prior to development commencing:

Precise location of development.

Date of commencement of construction.

Date of completion of construction.

The height above ground level of the tallest structure.

The maximum extension height of any construction equipment.

Details of aviation warning lighting fitted to the structure(s)

This information can be sent by e-mail to the Defence Geographic Centre at: dvof@mod.gov.uk

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

DIO Safeguarding Assistant Manager

From: To:

consultation@keadby3.co.uk

FW: Keadby 3 – Proposed Changes to the Project Subject:

Date: 24 February 2022 20:38:57

Attachments:

~WRD1087.jpg image001.jpg image002.jpg

K3 - Proposed Changes to Project (6).pdf

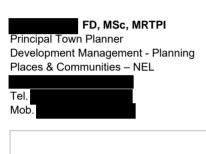
1. Site Location Plan.pdf

2. Proposed Order Limits.pdf

Good Evening,

I can confirm we have no comments to make.

Kind Regards



New Oxford House, George Street Grimsby, North East Lincolnshire, DN31 1HB

From: Planning - IGE (ENGIE) <planning@nelincs.gov.uk>

Sent: 18 February 2022 13:17

To:

Subject: FW: Keadby 3 – Proposed Changes to the Project

Hi Both,

Please see attached and below

Kind Regards,

Business Support Assistant Planning Places & Communities North - NEL



New Oxford House, George Street, Grimsby, North East Lincolnshire, DN31 1HB

From:

Sent: 18 February 2022 12:47

To: Planning - IGE (ENGIE) < <u>planning@nelincs.gov.uk</u>> **Subject:** Keadby 3 — Proposed Changes to the Project

Good afternoon,

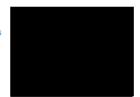
Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis





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From:
To: consultation@keadby3.co.uk

Cc: CCC Closed Calls

Subject: CCC:22209355 - Keadby 3 - Proposed Changes to the Project

Date: 28 February 2022 17:07:11



I am sorry that it has taken ten days to reply to you, but your original message arrived at our Birmingham office and has been passed many times before it got to me.

National Highways do not have any land ownership close to the redline indicated on your maps, but you might like to consult North Lincolnshire Council about the A18.

This being the case, I am able to comment on the proposed changes as follows:

- 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
 - National Highways have no interests or assets in the riverbed, and therefore no comments to make.
- 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
 - National Highways have no interests within the SSE land. Routes for AILs will be considered individually at a time nearer to the actual movements, and by application.
- 3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.
 - National Highways have no interests in the carbon dioxide absorbers/ stacks, and therefore no comments to make.
- 4. Increase to the maximum heights of the carbon dioxide stripper column.

 National Highways have no interests in the carbon dioxide stripper column, and therefore no comments to make.
- 5. Increase in proposed soil import volumes to create a suitable development platform.
 - National Highways only has an interest in the volume of soil import in regards to the amount of HGV journeys and the route these will take. This is expected to be agreed as part of a Construction Traffic Management Plan that will be drawn up closer to construction commencing.

If you need any further assistance, please contact me directly, and through this address, because I can act as a central point of contact throughout the Keadby 3 project.

To CCC: This call is now CLOSED.

During the Coronavirus Pandemic in common with many of my colleagues I am working from home, and communications are best sent by email. The Telephone number given below works via the internet and might not have voice mail.

	, Planning and Development
National Highways	2 City Walk Leeds LS11 9AR
Tel:	
Web:	

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National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre 3 Bidgeway Quinton Business Bark Birmingham

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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From:
To:
Cc: NATS Safeguarding

Subject: RE: Keadby 3 – Proposed Changes to the Project [SG29724]

Date: 28 February 2022 10:16:06

Attachments: <u>image001.png</u>

image002.png image003.png image004.png image005.png image006.png

Dear Madam.

We acknowledge receipt of the documentation detailing the changes to be effected. I can confirm that NATS's position remains unchanged; no impact is anticipated on our operations and infrastructure.

Regards

NATS Safeguarding Office



ATC Systems Safeguarding Engineer

D:

E:

4000 Parkway, Whiteley, Fareham, Hants PO15 7FL



NATS Internal

From:

Sent: 18 February 2022 16:59

To:

Subject: Keadby 3 – Proposed Changes to the Project [SG29724]

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Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis





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AWS Estates From:

DWDLLP: Communications

Cr. AWS Estate

Keadby Carbon Capture Power Station Project Subject:

28 February 2022 16:25:21

Attach

image001.qif image002.jpg age007.ipg

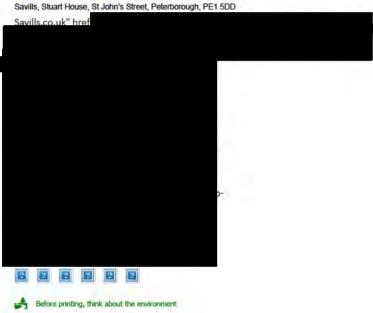
ZDG6 LANO01WC 850 24022022 0003.tiff

Good Afternoon

Please find attached a letter we received from yourselves today regarding the Keadby Carbon Capture Power Station Project. Having looked through previous correspondence with yourselves, I note that a colleague of mine pointed out that the land as referred to in the letter is not within Anglian Water's boundaries, herefore we have no comments or observations to make.

Kind Regards

Information Administrator Occupier Services/Business Space



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From: <u>Clerk-Amcotts Parish Council</u>

To:

Subject: Re: Keadby 3 – Proposed Changes to the Project

Date: 07 March 2022 11:25:31

Attachments: blocked.gif

Good Morning

Thank you for sending the details of the proposed changes to the project KS3 Keadby Development.

The postal address for Amcotts Parish Council has changed to:

29 Eastoft Road, Crowle, Scunthorpe. North Lincolnshire DN17 4LR

The proposed changes to the project KS3 Keadby Development were added to the agenda for Amcotts Parish Council March meeting. Discussions were had and the following were the main observations and concerns of the Council:

Concerns over height of stacks.

There is currently light pollution with the existing plant which will be made worse following the changes.

Potential disruption to traffic through Keadby.

It is trusted that these concerns will be taken into account.

Thank you and Regards

g s Parish Council

T: <u>clerk@amcottsparish.co.uk</u> | W:

www_sh.co.uk

Postal Address: 29 Eastoft Road, Crowle, North Lincolnshire, DN17 4LR

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On 2022-02-18 16:43,

wrote:

Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis



Chartered Surveyors & Town Planners 6 New Bridge Street London EC4V 6AB



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From:
To:
Cc:

Subject: FW: Keadby 3 – Proposed Changes to the Project

Date: 07 March 2022 13:46:41

Attachments: <u>~WRD0001.jpg</u> <u>image002.png</u>

K3 - Proposed Changes to Project (100).pdf

Site Location Plan.pdf
 Proposed Order Limits.pdf

Good afternoon,

Hope you are well.

Would it be possible to set up a meeting discussing the changes in the proposed order limits, the inclusion of the riverbed within the waterborne transport offloading area and the implications this will have?

Regards



| Marine Pilot | Assistant Pilotage Operations Manager | Associated British Ports

Port Office | Cleethorpe Road | Grimsby | North East Lincolnshire | DN31 3LL



From:

Sent: 18 February 2022 16:58

To: HES Harbour Master < <u>HESHarbourMaster@abports.co.uk</u>>

Subject: Keadby 3 – Proposed Changes to the Project

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Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis

Chartered Surveyors & Town Planners 6 New Bridge Street London





From: To: Subject: Date: Attachments:	titled cross contributes at counts 10. **concey 1 - Proposed Changes to the Project 10. **concey 1 - Proposed Changes to the Project 10. **concey 1 - Proposed Changes to the Project 10. **concey 1 - Proposed Changes to the Project 10. **concey 1 - Proposed Changes 10. **concey 1 - Proposed
Hello	
Thank you for yo	our enquiry having crossed referenced the location plan with our asset maps it would appear that GTC does not have any assets int vicinity at this current stage;



From:
Sent: 18 February 2022 17:03
To: Plant Enquiries cplant.enquiries@bu-uk.co.uk>
Subject: [EXTERNAL] Keadby 3 – Proposed Changes to the Project

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Good afternoon

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Kind regards

DWD on behalf of Keadby Generation Limited

Da ton Warner Davis





Do to Warmer Davis

Abstracted Surveyors & Own P anners

6 New Bridge Steet

10 VAB

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DWD Property and planning 6-7 New Bridge Street London City of London EC4V 6AB Our ref: AN/2022/132821/01-L01

Your ref: EN010114

Date: 14 March 2022

Dear

Keadby 3 Low Carbon Gas Power Station - Proposed Changes Consultation Keadby Power Station, Trentside, Keadby DN17 3EF

Thank you for providing notification of the five changes you are proposing to the above project, which we received on 17 February 2022.

We have considered the proposed changes and have the following comments to make on them in relation to our landholdings and environmental topics that are under our remit.

General comment

Whilst the proposed changes will most likely result in adverse impacts on the biodiversity of the site, it is unlikely that they will have any <u>significant</u> adverse impacts that cannot be suitably mitigated or compensated for through the Landscape and Biodiversity Management and Enhancement Plan. Subject to confirmation of this in the Environmental Statement Addendum that presents the findings of the Environmental Impact Assessment of the Proposed Development Changes, we have no objections to the proposed changes at this stage.

<u>Proposed change 1</u> - Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf)

This change does not appear to include any construction works within the River Trent and therefore we have no specific comments to make on this. However, if any permanent features are proposed we would request that additional details of these are supplied. In the event of permanent features being required we would need to assess if:

- 1) a Flood Risk Activity Permit would be needed or whether such works could be adequately dealt with through the Development Consent Order/deemed Marine Licence; and
- 2) that any potential construction impacts on migratory fish species can be mitigated.

<u>Proposed change 2</u> - Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land

Ceres House, Searby Road, Lincoln, LN2 4DW Customer services line: Email: LNplanning@environment-agency.gov.uk

Calls to 03 numbers cost no more than national rate calls to 01 or 02 numbers and count towards any inclusive minutes in the same way. This applies to calls from any type of line including mobile.

We note the temporary erection of steel bridges, which will be used to span two drainage ditches. We have no objection in principle to this proposal, but you will need to demonstrate that suitable mitigation will be followed to prevent / manage any input of bank material etc. into the watercourse. We would also request information in respect of timings for when these works are planned.

We note that proposed change 2 includes a minor increase to the Order Limits south of Bonnyhale Road, to allow oversail of the largest AlL components – this is stated to be an area "within the Applicant's land". The Environment Agency owns the freehold of land north of the Stainforth & Keadby Canal and south of Bonnyhale Road (HS357580 for plots 31, 46, 47, 52, 53 and 54), and therefore we would welcome further discussions/clarification regarding this land/proposed change.

<u>Proposed change</u> 3 - Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed

We have no comments to make regarding this change.

<u>Proposed change 4</u> - Increase to the maximum heights of the carbon dioxide stripper column

We have no comments to make regarding this change.

<u>Proposed change 5</u> - Increase in proposed soil import volumes to create a suitable development platform

We have no comments to make in respect of this proposed change, but observe that this will facilitate the raising of ground levels in order to provide the flood risk protection as assessed in respect of the current development proposed.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours sincerely

Principal Planning Advise	er
Direct dial	
Direct e-mail	

End 2

Date: 14 March 2022

Our ref: 384466 Your ref: EN010114

consultation@keadby3.co.uk

BY EMAIL ONLY



Customer Services Hornbeam House Crewe Business Park Electra Way Crewe Cheshire CW1 6GJ

Dear Sir/Madam

NSIP Reference Name / Code: Keadby 3 Low Carbon Gas Power Station DCO. Keadby Power Station Site, Trentside, Keadby, North Lincolnshire.

Thank you for your consultation on the above dated 18 February 2022. This letter should be read further to our previous responses dated 02 September 2021 and 01 February 2022.

The additional documents provided propose a change to the development order limits, to accommodate the waterborne transport offloading area. There is also a proposed increase to the maximum heights of the carbon dioxide absorbers and to the carbon dioxide stripper column. The map provided details that there will be additional encroachment into the boundary of European designated sites Humber Estuary Special Area of Conservation (SAC) and Humber Estuary Ramsar. The site is also designated on a national level as Humber Estuary Site of Special Scientific Interest (SSSI).

The Habitats Regulations Assessment (HRA) which was previously produced for this development should be updated to reflect the change to the proposed plans, as there may be potential for additional impacts to designated sites.

Natural England provides the following advice on the additional assessment work required;

- As the new plans detail that larger transport vessels will be utilised for the development, and
 these will rest on the riverbed, potential damage to designated habitat should be considered.
 Also, if there is construction planned within the boundary of the designated site to
 accommodate these vessels, the assessment must consider the potential for impacts due to
 loss of habitat.
- Also, it should be clarified whether the offloading area will only be required during the construction phase, or if it will be used during the operation phase of the development.
- The assessment must also include consideration of the potential for additional disturbance impacts due to movements of the large vessels throughout the designated site.
- In addition, there should be assessment of changes to air quality impacts which may arise to the designated sites due to the proposed modifications. This should be considered for both the vessel movements, and for the increase in heights of the carbon dioxide absorbers and carbon dioxide stripper column.

Consideration of additional mitigation measures may be required following the assessment of potential impacts.

Please consult us again once the information requested above, has been provided.

Yours faithfully

Yorkshire and Northern Lincolnshire Area Team Natural England

Email:



Your Ref:

DWD 145692

Our Ref:

FS/EA/RM/R19/S2/002267 (666098)

Date:

15th March 2022

Keadby 3 **Trentside** Keadby Scunthorpe DN17 1EF

BUSINESS SAFETY

Laneham Street Scunthorpe North Lincolnshire DN15 6JP

www.humbersidefire.gov.uk

The person dealing with this matter is:

Business Safety Inspector

Email:

consultation@keadby3.co.uk

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: PROPOSED CHANGES TO THE PROJECT - SINCE JULY 2021, ADDITIONAL

ENGINEERING AND DESIGN STUDIES HAVE BEEN COMPLETED, RESULTING

IN THE PROPOSED CHANGES OUTLINED AND NUMBERED BELOW:

- INCLUSION OF RIVERBED WITHIN THE WATERBORNE TRANSPORT OFFLOADING AREA (RAILWAY WHARF).
- CHANGES TO THE ADDITIONAL ABNORMAL INDIVISIBLE LOAD ROUTE. LARGELY WITHIN SSE LAND.
- INCREASE TO THE MAXIMUM HEIGHTS OF THE CARBON DIOXIDE ABSORBERS/ STACKS, IF TWO ARE INSTALLED.
- INCREASE TO THE MAXIMUM HEIGHTS OF THE CARBON DIOXIDE STRIPPER COLUMN.
- INCREASE IN PROPOSED SOIL IMPORT VOLUMES TO CREATE A SUITABLE DEVELOPMENT PLATFORM.

KEADBY GENERATION LIMITED PREMISES:

KEADBY CARBON CAPTURE POWER STATION

PREVIOUSLY KNOWN AS KEADBY 3 POWER STATION

TRENT SIDE **KEADBY DN173EF**

Further to your electronic consultation received on 18th February 2022 regarding the abovementioned application, the following comments are made:-

Access for Fire Service

It is a requirement of Approved Document B5, Section 15 Commercial Properties or B5, Section 13 for Domestic Premises that adequate access for fire fighting is provided to all buildings or extensions to buildings.

Where it is a requirement to provide access for high reach appliances, the route and hard standing should be constructed to provide a minimum carrying capacity of 24 tonnes.

Water Supplies for Fire Fighting

Adequate provision of water supplies for fire fighting appropriate to the proposed risk should be considered. If the public supplies are inadequate, it may be necessary to augment them by the provision of on-site facilities. Under normal circumstances hydrants for industrial unit and high risk areas should be located at 90m intervals. Where a building, which has a compartment of $280m^2$ or more in the area is being, erected more than 100m from an existing fire hydrant, hydrants should be provided within 90m of an entry point to the building and not more than 90m apart. Hydrants for low risk and residential areas should be located at intervals of 240m.

If you require further advice or clarification of any of the above matters, please contact the Fire Safety Inspector at the address overleaf.

Yours faithfully

FOR THE CHIEF FIRE OFFICER & CHIEF EXECUTIVE

From: To: Subject: Date: Attachments: on behalf of <u>Town Planning LNE</u> <u>consultation@keadby3.co.uk</u> Ref EN010114 - The Keady Carbon Capture Power Station Project 18 March 2022 11:32:56

image001.png

FAO - DWD on behalf of Keadby Generation Limited

Ref - EN010114

Proposal - The Keadby Carbon Capture Power Station Project (Proposed Changes to the Project)

Location - Land at and in the vicinity of the existing Keadby Power Station, Trentside, Keadby, Scunthorpe, DN17 3EF

Thank you for your letter of 17 February 2022 providing Network Rail with an opportunity to comment on the abovementioned application and the changes proposed to the Keadby Carbon Capture Power Station Project

In relation to the above application I can confirm that Network Rail has no comment to make in respect of these changes outlined in this latest submission which we do not anticipate will impact on the railway Comments that we have made previously to the overall scheme remain applicable

Kind regards

Town Planning Technician

Diversity and Inclusion Champion

Network Rail Property - Eastern Region

George Stephenson House, Toft Green, York, YO1 6JT

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Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

image001.jpg K3 - Proposed Changes to Project (89).pdf 1. S te Location Plan.pdf 2. Proposed Order Limits.pdf Good morning, Please be advised that Trinity House has no comments to make concerning these proposed changes outlined in the attached. Kind regards, Navigation Services Officer | Navigation Directorate | Trinity House www.trinityhouse.co.uk < Good afternoon, Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project). Kind regards. DWD on behalf of Keadby Generation Limited Dalton Warner Davis Chartered Surveyors & Town Planners 6 New Bridge Street London EC4V 6AB

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Trevor Harris: Russe I Dunham RE: Keadby 3 – Proposed Changes to the Project 18 March 2022 11:35:57 From:
To: ; consultation@keadby3.co.uk

Cc: Keadby3@planninginspectorate.gov.uk

Subject: RE: Keadby 3 – Proposed Changes to the Project (our Ref PL00728002)

Date: 19 March 2022 18:39:06 **Attachments:** <u>image4b7c06.JPG</u>

Dear

RE: Keadby 3 - Proposed Changes to the Project (our Ref PL00728002)

Thank you for early consultation on the proposed changes to the Keadby 3 project (our Ref PL00728002).

1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).

If I understand the documentation supplied correctly the larger offloading area (for bigger ships) does not come with additional physical impacts, hence are we to understand there will be no additional dredging / channel modification works required or any increased erosive processes from wash and hence no likely increased or new archaeological impacts in channel or bankside?

2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.

We do not anticipate that the proposed changes will result in likely additional significant environmental effects (although this is a possibility in the case of the increased indivisible load length this archaeological risk appears to be of the same character as that already identified in the scheme, ie more of the same).

3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.

We note the increased heights in this context we do not anticipate increased impacts upon designated heritage assets since in this landscape such impacts can be expected to relate to the number and grouping of tall items in views from assets / in juxtaposition with assets, moderate increases in height to already tall structures are hence unlikely to significantly increase their visual presence in views. You should however test the likelihood of new impacts against your previous work.

4. Increase to the maximum heights of the carbon dioxide stripper column.

We note the increased heights in this context we do not anticipate increased impacts upon designated heritage assets since in this landscape such impacts can be expected to relate to the number and grouping of tall items in views from assets / in juxtaposition with assets, moderate increases in height to already tall structures are hence unlikely to significantly increase their visual presence in views. You should however test the likelihood of new impacts against your previous work.

5. Increase in proposed soil import volumes to create a suitable development platform.

Increased soil volumes potentially increase impacts if new borrow pits are required or storage

areas / footprints of platforms increase, however neither appear to be indicated in the documents.

Next Steps

You should refer to the Local Authority archaeological curator and attend closely to their advice as regards works of archaeological evaluation and deposit modelling and the timing and staging there-of.

Yours sincerely
Development Advice Team Leader (North)
Midlands Region Historic England The Foundry, 82 Granville Street, Birmingham B1 2LH
Direct Line @HistoricEngland

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From:

Sent: 18 February 2022 15:36

Subject: Keadby 3 – Proposed Changes to the Project

THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and were expecting the content to be sent to you Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis





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Environmental Hazards and Emergencies Department Seaton House, City Link London Road Nottingham, NG2 4LA



FREEPOST KEADBY 3

18th March 2022

Dear Sir/Madam

Nationally Significant Infrastructure Project
Keadby 3 Low Carbon Gas Power Station Project
Non-Statutory Consultation on the Proposed Changes to the Previously Submitted
Environmental Statement

Thank you for your consultation regarding the above development. Please note that the UK Health Security Agency (UKHSA) request views from the Office for Health Improvement and Disparities (OHID); and this response is sent on behalf of both UKHSA and OHID.

Please note that we have replied to earlier consultations as listed below and this response should be read in conjunction with that earlier correspondence:

Request for Scoping Opinion 12/06/2020 Section 42 19/01/2021 Publicity of Draft Application 28/04/2021 Registration of Interest 01/09/2021

We have assessed the submitted documentation and wish to make the following comment:

The submitted Environmental Statement (ES) Addendum Non-Technical Summary provides only a high-level summary of the potential air quality impacts arising from the proposed change in stack height. This suggests that there would not be significant changes to the results of the air quality impact assessment. However, without reviewing the updated Air Quality Chapter (and associated technical appendices), we are unable to comment on

whether this would alter the advice and recommendations made in our earlier correspondences.

Yours faithfully

On behalf of UK Health Security Agency nsipconsultations@phe.gov.uk

From:

To: consultation@keadby3.co.uk

Subject: RE: Keadby 3 – Proposed Changes to the Project

Date: 20 March 2022 20:49:55

Attachments: image001.png image002.png

image003.png image004.png image005.png image006.png

Dear Sir / Madam

Cc:

Thank you for your letter dated 17th February 2022 inviting the Maritime and Coastguard Agency to comment on the proposed changes to the Keadby 3 project. We have considered the five changes listed in the letter from the shipping and navigation perspective.

It is our understanding that the changes effecting the marine environment are all located within a Statutory Harbour Authority (SHA) area, and the SHA would be responsible for the safety of navigation within their waters. Therefore, on the understanding that ABP Humber and the Canal and River Trust are consulted, and that the Navigation Risk Assessment is updated to reflect the proposed changes, the MCA would have no concerns on this occasion. We would also like to remind the applicant of the Port Marine Safety Code (PMSC) and its Guide to Good Practice, and we would expect this project to be carried out in accordance with the Code.

Kind regards









Maritime & Coastguard Agency Bay 2/25, Spring Place 105 Commercial Road, Southampton SO15 1EG

Safer Lives, Safer Ships, Cleaner Seas

Please note my working days are Tuesday to Friday mornings.

Annual Leave notification: Tues 12th April – Wednesday 20th April I work flexible hours; I do not expect any action or reply outside your normal office hours.

From: Sent: 18 February 2022 16:00

Serie: 10 1 ebi dai y 2022 10:00

Subject: Keadby 3 – Proposed Changes to the Project

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Good afternoon,

Please find enclosed a letter and accompanying Plans relating to proposed changes to the Keadby Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project).

Kind regards,

DWD on behalf of Keadby Generation Limited

Dalton Warner Davis

Chartered Surveyors & Town Planners 6 New Bridge Street London EC4V 6AB

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Enquiries to:
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E-mail:

Pins Ref: EN010114 Your Ref: 14592

Date: 24 March 2022

Keadby 3 Consultation c/o DWD LLP 6 New Bridge Street London EC4V 6AB

EC4V 6AB

Dear Sir/Madam,





Re: The Keadby Carbon Capture Power Station Project – Land at and in the vicinity of the existing Keadby Power Stations, Keadby

Proposed changes to the project

Thank you for your consultation letter dated 17 February 2022 in respect of the following proposed changes to the pending DCO application:

- 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
- 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
- 3. Increase to the maximum heights of the carbon dioxide absorbers/stacks, if two are installed.
- 4. Increase to the maximum heights of the carbon dioxide stripper column.
- 5. Increase in proposed soil import volumes to create a suitable development platform.

At this stage I would like to make the following observations with regards to these proposed changes on behalf of North Lincolnshire Council as the host Local Planning Authority:

Air Quality

The Non-Technical Summary for Consultation states that "An assessment of emissions resulting from the revised parameters for the twin absorbers (change 3) option has been undertaken, however there are no new or different significant operational air quality impacts at human health receptors as a result of Proposed Development Change 3."

The LPA would expect this assessment to be submitted as part of the application for a material change so that it has the opportunity to review and comment on the assessment as part of the ongoing examination.

Noise and Vibration

Similar to the point on air quality above the report states "Modelling and assessment of operational noise levels resulting from the revised parameters and additional information for the twin absorbers option has been undertaken. However, there are no new or different significant operational noise effects as a result of Proposed Development change 3." Again, the LPA would expect to see this modelling and assessment presented as part of the application for the material change.

Contamination

The original ES documented that the first construction activities for the main works phase will be the initial civil earthworks, including the clearing of unsuitable soil and re-profiling with clean infill (where required). As far as reasonably practicable, a material cut and fill balance would be used to minimise waste arisings. However, given the anticipated ground conditions it is anticipated that some import/export of materials will also be necessary to provide a suitable foundation platform for the Proposed Development Site.

Originally it was anticipated that 65,000m3 of soils may need to be removed and up to 130,000m3 of soils imported to provide a suitable platform for foundations and buildings/ equipment across the site. This has now increased to 180,000m3 of soil to be imported.

The re-use of excavated materials during construction will be governed by either a Materials Management Plan developed in accordance with relevant guidance including 'The Definition of Waste: Development Industry Code of Practice' (CL:AIRE, 2011), an environmental permit or a relevant exemption. Any imported soil will also need to be suitable for use at the proposed development site.

Ecology

The inclusion of riverbed within the Waterborne Transport Offloading Area will need to be addressed in the Habitats Regulations Assessment.

Traffic and Transport

With regards to the proposed changes to the additional AIL route the Local Highway Authority has no concerns to raise as the amendments are predominantly within the applicant's land and do not appear to impact the adopted highway.

With regards to the proposal to increase the volume of imported soils by up to 50,000 cubic tonnes the Local Highway Authority would like to see further clarification around vehicle movements assumed within the Rochdale Envelope assessment provided in the ES. As it stands, it is not clear that this additional increase in vehicle movements has been allowed for. The proposed increase in importation of soils could represent a significant increase in vehicle movements over and above the original assumptions.

Landscape and Visual Impact

The increase to the maximum heights of the carbon dioxide absorbers/stacks, if two are installed, and the increase to the maximum heights of the carbon dioxide stripper column will need to be addressed in the Landscape and Visual Impacts Assessment.

Cultural Heritage

Change 2 - Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land has the potential to impact previously unrecorded archaeological remains of prehistoric to Roman date.

Archaeological field evaluation is required to assess the heritage significance of the proposed change area, to inform the EIA and any subsequent mitigation that may be appropriate. The results of this field evaluation are necessary to the preparation of the detailed mitigation strategy and any written schemes of investigation for post-consent archaeological mitigation.

The applicant is currently preparing to undertake archaeological trial trenching under the Rule 17 Response for Heritage. The Change 2 area should be added to the scope of this imminent fieldwork in order that results are made available during the Examination period to inform the determination of this application within the agreed timescale.

I trust that the comments contained within this letter are helpful. Please do not hesitate to contact me should you wish to discuss any aspect of this response in more detail.

Yours Sincerely

Development Management Specialist



APPENDIX 6.1: CONSULTATION NEWSLETTER



PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED
PROPOSED CHANGES TO THE KEADBY 3 CARBON CAPTURE POWER STATION PROJECT
CONSULTATION RUNS UNTIL SUNDAY 20TH MARCH 2022 AND WE WELCOME YOUR
FEEDBACK ON THE PROPOSED CHANGES



SSE Thermal and Equinor are seeking to develop and operate a new combined cycle gas turbine power station (CCGT) fitted with carbon capture technology on land near Keadby.

An application for development consent for the Project, previously known as Keadby 3 Low Carbon Power Station, was submitted to the Planning Inspectorate for consideration on 1 June 2021 following two stages of public consultation. The Project is currently being examined by the Planning Inspectorate on behalf of the Secretary of State.

Since the application was submitted, additional engineering and design studies have been completed, resulting in a number of Changes to the Project which are outlined in this newsletter.

The Project team would like to invite members of the community to attend our local public information sessions to meet members of the Project team and find out more about the Proposed Changes. These events will be held with relevant safety measures.

Venue	Date	Time	
Crowle Community Hub Market Place Crowle	Thursday 3rd March 2022	12.30pm – 5.30pm	
St Oswalds Hall Station Road Keadby	Friday 4th March 2022	10am – 2pm	

We would welcome any comments or feedback you have on the Proposed Changes. Please use the enclosed Freepost return card or alternatively:

- · Email us at consultation@keadby3.co.uk
- Leave a voicemail at

Please provide all comments and feedback by Sunday 20th March 2022.

You can find out more about the Proposed Changes, and also leave feedback, via the website: www.ssethermal.com/keadby3

Feedback previously provided about the project has been considered by the Applicant and reported in the documents being examined by the Planning Inspectorate. This consultation is seeking feedback on the Proposed Changes.

Proposed Changes to the Project

The findings of the environmental impact assessments reported in Environmental Statement ('ES') that forms part of the DCO Application are unlikely to substantially alter as a result of the Proposed Changes. For each Proposed Change, this section of the newsletter identifies the scope of any further assessment work considered necessary and provides an initial view on which environmental topics are potentially likely to be affected.

The five Proposed Changes can be summarised as follows. Proposed Changes that affect the Order Limits are shown on Figure 1:

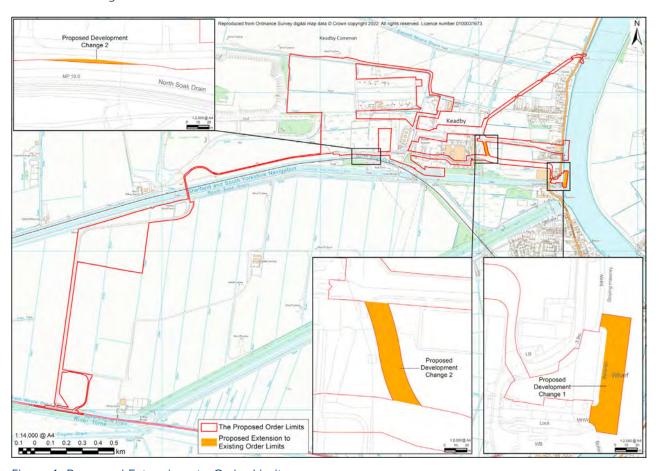


Figure 1: Proposed Extensions to Order Limits

1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).

This Proposed Change involves the extension of the Order Limits (the red line boundary) for the Project into the River Trent in order to allow for larger vessels bringing loads to the Site during construction to berth at Railway Wharf. This change does not include any new physical development.

During offloading of the largest vessels which could moor at the existing Railway Wharf for the purposes of AIL (Abnormal Indivisible Load) deliveries, it will be necessary to secure vessels to existing mooring posts and vessels may be required to settle on the river bed throughout a full tide cycle. The proposed use of the Wharf is consistent with the method used during construction of Keadby 2 Power Station for AIL deliveries and it has been assessed comprehensively within the Navigation Risk Assessment of the ES.

Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.

The Applicant proposes an extension of the existing Additional AIL Route for larger AILs, which was first constructed for the construction of Keadby 2. This is to avoid reliance on routeing all AILs through the operational Keadby Power Station due to the potential for health, safety and environmental risks which could otherwise affect the construction timescales and speed of being able to deploy this Nationally Significant Infrastructure Project. The AIL Route would incorporate the temporary use of a section of the Keadby 1 Power Station site, which may require the demolition/relocation of some existing buildings, and be extended slightly north of Keadby Power Station. The route would avoid impacting existing habitats and vegetation, but where this is unavoidable compensation and enhancement measures would be undertaken while all habitats would be re-instated following completion of construction. This change requires a minor extension to the Order Limits, taking in land which already belongs to the Applicant.

Potential effects on traffic and transport (abnormal load routing), and construction related effects including noise and vibration, biodiversity and nature conservation, water resources, geology, hydrogeology and land contamination, cultural heritage and climate change will be re-evaluated. A tree survey and arboricultural impact assessment will also be undertaken in relation to a small number of trees that may be affected by this Proposed Change. Updates to the Landscape and Biodiversity Management and Enhancement Plan are also proposed and will be informed by the Applicant's proposed updated Biodiversity Net Gain assessment using Natural England Metric 3.0.

Other environmental effects are anticipated to remain unchanged however the assessments will be reviewed to confirm this.

3. Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed. Ongoing design has identified that in the event that up to two absorber units are required for the removal of carbon dioxide from the new Power Station's emissions, the two units may have maximum dimensions of up to 22m higher than those previously assessed in the EIA for the DCO Application.

Potential effects on air quality, landscape and visual amenity and noise and vibration will be re-evaluated together with potential inter-disciplinary effects (e.g. on biodiversity and nature conservation) due to the additional height proposed for up to two absorbers units and stacks. Other environmental effects are anticipated to remain unchanged, however the assessments will be reviewed to confirm this. Updated photomontages have been produced to provide an indication of the visual appearance of this Proposed Change.



Existing view along Chapel Lane (winter)



View along Chapel Lane (with up to two absorbers)

4. Increase to the maximum heights of the carbon dioxide stripper column.

Further design studies have also identified that the proposed carbon dioxide stripper column may have maximum dimensions of up 10m higher than the height previously assessed.

Potential effects on landscape and visual amenity and noise and vibration will be re-evaluated together with potential related inter-disciplinary effects although it is considered likely that environmental effects assessed will not materially change. Updated photomontages will be produced to provide an indication of the visual appearance of this Proposed Change.



View along Chapel Lane (singe absorber with taller carbon dioxide stripper)

5. Increase in proposed soil import volumes to create a suitable development platform.

Ongoing design has identified that additional volumes of soil may need to be imported to provide a suitable platform for foundations and buildings/equipment across the Proposed Development Site. Up to 180,000m³ of soils may need to be imported which is an increase of 50,000m³ over the volume previously assessed.

Traffic and transport and related construction traffic noise and air quality effects will be re-evaluated to take account of this Proposed Change, although as the change will not coincide with the peak of construction traffic for the Proposed Development (on which the assessments are based), it is considered likely that environmental effects assessed will not materially change.

Where further assessment for the Proposed Changes identifies a change in reported environmental effects, the cumulative and combined effects will also be considered. The findings of the Habitats Regulations Assessment Appropriate Assessment Report are anticipated to be unchanged, however this will be reviewed following completion of the proposed updates to the environmental assessments to confirm.

Consultation Methods

Consultation will be done through the distribution of this leaflet, advertising in the local media, social media and public information sessions held at local venues. Details of these information sessions can be found on the front page of this letter, along with details for leaving feedback. Please provide all feedback by Sunday 20th March 2022.

The preliminary findings of the environmental assessment will be presented in a Non-Technical Summary document. This and other consultation documents may be found on the Project Website:

www.ssethermal.com/keadby3

The Applicant is also consulting North Lincolnshire Council and other technical consultees and stakeholders, including people with interest in land affected by the Proposed Changes, alongside this public consultation.

The Applicant will consider all feedback received and provide a report of this, and an Environmental Statement Addendum, as part of the application for the Proposed Changes in April 2022.

Timetable for introducing the Proposed Changes



Notification of proposed changes to Planning Inspectorate:

1 February 2022 COMPLETED

The Applicant sent a formal letter to the Planning Inspectorate, notifying them of our intention to make changes to the Project and to consultation on those changes.

Planning Inspectorate to provide advice:

9 February 2022
COMPLETED

The Planning
Inspectorate write
back to the Applicant
with advice on the
Proposed Changes and
consultation.

Non-statutory 30-day consultation begins:

18 February
- 20 March 2022
UNDERWAY

The Applicant consults the local community and other consultees and stakeholders. request for changes: 5 April 2022 approx. UPCOMING

The Applicant prepares the required information to make the formal request for changes to the Planning Inspectorate, including a Consultation Statement and Environmental Statement Addendum and Non-Technical Summary.

The Examining
Authority makes a
decision on whether
to accept the
Proposed Changes:
Date determined
by the Examining
Authority –

The Examining
Authority would make
a formal decision as to
whether to accept the
Applicant's Proposed
Changes.

MID-APRIL

7 June 2022

Examination

Ends

The Examining Authority is under a duty to complete the examination of the Project (including the Proposed Changes, if accepted)







APPENDIX 6.2: CONSULTATION FEEDBACK FORM

PRIVACY

This is the privacy notice for the Keadby 3 Carbon Capture Power Station Project

What personal data will we collect?

You may provide us with the following categories of personal data:

- · Name
- Email address
- Postal address
- Telephone number

How we will use your personal data?

We will use your personal data for the following purposes:

 to record accurately and analyse any questions you raise or feedback you have provided;

- to report on our consultation and notification, detailing what issues have been raised and how we have responded to that feedback;
- to personalise communications with individuals we are required to contact as part of future consultation or communications; and
- to deliver documents you have requested from us.

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here:





Minature wind turbine for Amosts Ponch Council



APPENDIX 6.3: NEWSPAPER NOTICES

INSURANCE

We provide competitive quotations for fishing vessels, charter boats, work boats, and private craft. We also offer commercial insurance for marine trades. Christopher Rowe

Christopher Rowe and CRL are trading names of James Hallam Ltd. James Hallam Limited is authorised and regulated by the FCA reference number 134435.

Looking For Quality Commercial Marine Insurance?

Make your only "Port of Call"
Porthcawl Insurance Consultants (UK) Ltd

t-mail: reception@porthcawl-insurance.co.uk Or log on to our web site: www.porthcawl-insurance.co.uk Authorised by the Financial Conduct Authority (FCA)



PLEASE CALL TALK MEDIA SALES OF

TRAWLER DOORS

BISON TRAWL DOORS

Email: bison_engineering@hotmail.com **Technical Services:**

FISHING EQUIPMENT

Sail Line Fish Ltd-supplier of Line Fishing Equipment Auto-line systems Line Haulers LINE **Baiting Systems** Line Preparers Lines and Hooks saillinefish.com Jigging Machine

Tel . Suart Balfour 07818864265

NOZZLES & PROPELLERS



Hatches · Propellers · Nozzles · Thrusters The Boathouse 20 Erith High Street • Erith • Kent DA8 1QY



LICENCES FOR SALE

OCEAN BLUE QUOTA COMPANY

· Fishing Licences · Quota · Valuations Contact us:

SEATING



THE NEXT ISSUE OF FISHING NEWS **WILL BE ON SALE: 27TH FEBRUARY**

PUBLIC NOTICE

PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED

PROPOSED CHANGES TO THE KEADBY 3 CARBON CAPTURE POWER STATION PROJECT

CONSULTATION RUNS UNTIL SUNDAY 20TH MARCH 2022 AND WE WELCOME YOUR FEEDBACK ON THE PROPOSED CHANGES

KEADBY 3 CARBON CAPTURE POWER STATION

A collaboration between SSE Thermal and Equinor

The application for a Development Consent Order for the Keadby 3 Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project) (the 'Application') (Reference: EN010114) is currently being examined by the Planning Inspectorate on behalf of the Secretary of State for Business, Energy and Industrial Strategy. The Application was submitted by Keadby Generation Limited (the 'Applicant') on 1 June 2021 following two rounds of consultation.

The Application seeks to develop and operate a new low carbon Combined Cycle Gas Turbine (CCGT) power station with a gross electrical output capacity of up to 910MW and associated development on land at and in the vicinity of the existing Keadby power stations, Trentside, Keadby, Scunthorpe, North Lincolnshire, DN17 3EF.

The Project will include a CCGT plant with integrated cooling infrastructure and carbon capture and compression plant, natural gas pipeline connection,



electrical connections, water connection corridors between the CCGT and the Stainforth and Keadby Canal and the River Trent, an above ground installation for carbon dioxide export infrastructure, accesses, temporary construction and laydown areas, haul routes, and other associated development.

Since the Application was submitted, additional engineering and design studies have been completed, resulting in the Proposed Changes to the Project which are outlined and numbered below:

- Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
- Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
- Increase to the maximum heights of the carbon dioxide absorbers/ stacks, if two are installed.
- Increase to the maximum heights of the carbon dioxide stripper column.
- Increase in proposed soil import volumes to create a suitable development platform.

After this consultation the Applicant will make a formal request for changes to the Examining Authority. This will include an Environmental Statement Addendum and Non-Technical Summary, and a Consultation Statement that explains and considers the feedback received. The Examining Authority will then make a decision on whether to accept the Proposed Changes.

All consultation documents are available through the project website or a hard copy on request via the 0800

CONSULTATION

The Project team would like to invite members of the community to attend our local public information sessions to meet members of the Project team and find out more about the proposed changes. These events will be held with relevant safety measures.

Details of the two events are:

VENUE: Crowle Community Hub, Market Place, Crowle

Thursday 3rd March 2022

12:30pm-5:30pm

VENUE: St Oswalds Hall, Station Road, Keadby

DATE: Friday 4th March 2022

TIME: 10am-2pm

If you previously provided feedback about the Project, this has been considered by the Applicant and reported on in the documents being examined by the Planning Inspectorate. This consultation is seeking feedback about the Proposed Changes.

You can complete the feedback form which is available on the Project Website, write to us at FREEPOST KEADBY 5 with your name and address, e-mail us at consultation@keadbys co.ok, or leave a message including your name and number at

ALL FEEDBACK MUST BE RECEIVED BY SUNDAY 20TH MARCH 2022.

Jordan Martin

Sent: 17 February 2022 09:20

To:

Subject: RE: Lloyds List - Public Notice Quote

Attachments: DailyPDF170222.pdf

Hi Ellie,

Please see attached todays Lloyds list with your published notice..

Regards



Blue Fin Building 110 Southwark Street London SE1 0TA



Lloyd's List is a part of Lloyd's List Intelligence, the trusted expert partner providing professionals connected to maritime trade with transparent data, validated analysis, and actionable insight for 300 years. Lloyd's List Intelligence is a part of Informa PLC.

This electronic message and all contents transmitted with it are confidential and may be privileged. They are intended solely for the addressee. If you are not the intended recipient, you are hereby notified that any disclosure, distribution, copying or use of this message or taking any action in reliance on the contents of it is strictly prohibited. If you have received this electronic message in error, please destroy it immediately and notify the sender.

Informa PLC | Registered in England & Wales No. 8860726 | 5 Howick Place | London | SW1P 1WG

Information Classification: General

Information Classification: General

From:

Sent: 10 February 2022 10:44

To:

Subject: RE: Lloyds List - Public Notice Quote

Hi .

Thank you for the updated proof.

Please find signed booking form attached.

When can we expect the invoice?

By JAMIE WALLER

jamie.waller@reachplc.com @ScunthorpeLive

THE go-ahead has been given for hundreds of houses to be built in Barton despite the objections of residents.

Local people say that doctors, dentists and schools are already full.

A total of 317 new homes will be built off Canberra View, potentially bringing around 1,000 new residents to the area.

An estimated 640 cars will also be located in the already congested part of Barton.

Dozens of local people objected during the consultation stage.

However, North Lincolnshire Council's planning committee granted the application from Keigar Homes in Wednesday's meeting.

"The current infrastructure within Barton cannot cope with additional housing. Doctors, dentists, schools are full," one resident wrote.

"Infrastructure needs to be updated before additional housing get out or into the estate at certain is approved. Traffic around this shocking."

The plans anticipate 81 twobedroom, 122 three-bedroom and 114 four-bedroom homes being built.

300 homes approved in town where 'doctors are already full'

times of the day is extremely hard. area including Wren Kitchens is The proposal only shows one isn't enough.

"Is there enough space? I can't even get my daughter into the "densely packed" the plans dentist as a NHS patient at the appeared, saying: "it will have the Another person said: "Trying to moment, never mind when more

CONCERNS AS GO-AHEAD GIVEN

new houses."

One resident criticised how infrastructure to support it." effect of building the equivalent the pandemic, radical changes are

entrance, which, quite honestly, people are trying to register from the of a new village on the edge of the town without the associated

They added: "If we are truly to 'build back better' and greener after

needed to how we plan and develop our communities. Why not make a start here in Barton now?"

Artist's impression of new homes approved for land off Canberra View in Barton

Another person said simply: "Without significant investment and improvement, local amenities and services will not cope with the increased demands the proposal

PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED

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CONSULTATION RUNS UNTIL SUNDAY 20TH MARCH 2022 AND WE WELCOME YOUR FEEDBACK ON THE PROPOSED CHANGES

electrical connections, water connection corridors The application for a Development Consent Order for between the CCGT and the Stainforth and Keadby Canal the Keadby 3 Carbon Capture Power Station Project and the River Trent, an above ground installation for (formerly known as the Keadby 3 Low Carbon Gas Power Station Project) (the 'Application') (Reference: EN010114)

is currently being examined by the Planning Inspectorate on behalf of the Secretary of State for Business, Energy and Industrial Strategy. The Application was submitted by Keadby Generation Limited (the 'Applicant') on 1 June 2021 following two rounds of consultation. The Application seeks to develop and operate a new low carbon Combined Cycle Gas Turbine (CCGT) power station with a gross electrical output capacity of up to

Keadby, Scunthorpe, North Lincolnshire, DN17 3EF. The Project will include a CCGT plant with integrated cooling infrastructure and carbon capture and

910MW and associated development on land at and in the

vicinity of the existing Keadby power stations, Trentside,

compression plant, natural gas pipeline connection.

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- VENUE St Oswalds Hall, Station Road, Keadby
- Friday 4th March 2022
- 10am-2pm

If you previously provided feedback about the Project, this has been considered by the Applicant and reported on in the documents being examined by the Planning Inspectorate. This consultation is seeking feedback about the Proposed Changes.

You can complete the search which is available on the Project Website, write to us at TREEPOST READERS with your name and address, , or leave a message including your name and number at



Public Notices

KEADBY 3 CARBON CAPTURE POWER STATION PROJECT - APPLICATION BY KEADBY GENERATION LIMITED FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE KEADBY 3 CARBON CAPTURE POWER STATION - LAND AT THE KEADBY POWER STATION SITE, TRENTSIDE, KEADBY, SCUNTHORPE, LINCOLNSHIRE, DN17 3EF NOTICE OF EXAMINATION HEARINGS

SECTIONS 91, 92 AND 93 OF THE PLANNING ACT 2008 AND RULE 13(6) OF THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

Notice is hereby given that Issue Specific, Open Floor and Compulsory Acquisition Hearings will be held on the dates and times set out below, by the Examining Authority in respect of the Keadby 3 Carbon Capture Power Station Project (also referred to as the 'Keadby 3 Low Carbon Gas Power Station Project'

or 'the Project' with Planning Inspectorate reference EN010114.

The Examining Authority was appointed by the Secretary of State ('SoS') for Business, Energy and Industrial Strategy ('BEIS'), in respect of the application ('the Application') submitted by Keadby Generation Limited to the SoS for the construction, operation and maintenance of a Carbon Capture Power Station ('the Proposed Development') at land at the Keadby Station Power Station Site, Trentside, Keadby, Scunthorpe, Lincolnshire, DN17 3EF.

The Proposed Development is a "Nationally Significant Infrastructure Project" (a "NSIP") pursuant to Sections 14(1)(a) and 15 of the Planning Act 2008 (the "PA 2008") as it involves the construction of an onshore generating station above 50 MW. Where a NSIP is proposed it is necessary to apply to the SoS for development consent to authorise the construction and operating stational proposed to the Proposed Consent to authorise the construction and operating the Proposed Consent Consent Order (a 1000). Development. Development consent is granted in the form of a Development Consent Order (a 'DCO'). Keadby Generation Limited submitted its Application for a DCO for the Proposed Development pursuant to Section 37 of the PA 2008 to the Planning Inspectorate ('PINS'), which acts on behalf of the SoS, on 1 June 2021. The Application was accepted for examination by the SoS on 28 June 2021 and the Examination commenced on 8 December 2021. Hearings

The Hearings will be held by virtual means on the dates and times set out be

Date	Hearing	Time	Venue
Monday 14 March 2022	Open Floor Hearing (OFH)	2.00pm (Arrangements Conference starts 1.30pm)	By virtual means
Tuesday 15 March 2022	Issue Specific Hearing 1 (ISH1) Environmental Matters	10.00am (Arrangements conference starts 9.30am)	By virtual means
Wednesday 16 March 2022	Compulsory Acquisition Hearing (CAH)	10.00am (Arrangements conference starts 9.30am)	By virtual means
Thursday 17 March 2022	Issue Specific Hearing 2 (ISH2) Development Consent Order	10.00am (Arrangements conference starts 9.30am)	By virtual means

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XIX 007-038

The Reserved Hearing dates are set out in the below and will take place on the listed dates and times, should they be necessary. These hearings will also be held by virtual means.

If the Reserved Hearing Dates are not required, a cancellation will be published by the Examining

Authority on the Project page on the National Infrastructure Planning Website (address shown further below). This may be published without advance notice. You are encouraged to sign up for e-mail updates at the same website in order to receive updates, or check the website regular

Date	Hearing	Time	Venue
Tuesday 22 March 2022	OFH; and/ or ISH1 on Environmental Matters; and/ or CAH (if required)	10.00am (Arrangements Conference starts 9.30am)	By virtual means
Thursday 24 March 2022	CAH; and/ or ISH2 into the Development Consent Order (if required)	10.00am (Arrangements conference starts 9.30am)	By virtual means

Virtual means are likely to comprise a Microsoft Teams meeting or equivalent that can be viewed in any standard internet browser or alternatively can be joined by telephone dial in. More information on the hearings, including how and when to register to attend, will be available via the Project page on the National Infrastructure Planning website or by contacting the case team via the details below The Project Page for the National Infrastructure Planning website is:

https://infrastructure.planninglinspectorate.gov.uk//keadby-3-low-carbon-gas-power-station-project/
The case team is contactable via e-mail (keadby3@planninginspectorate.gov.uk) or telephone (0303 444 5000).

The Applicant is contactable on 0800 211 8194 (24hr voicemail service).

A link to the livestream of the hearings will be published beforehand at the above website, along with a full digital recording as soon as possible after the hearing has closed.

All Application documents and representations submitted to the Examination, are available to view at the above website

Keadby Generation Limited - 17 February 2022

ENVIRONMENT AGENCY

ANGLIAN (NORTHERN) REGIONAL FLOOD AND COASTAL COMMITTEE WATER RESOURCES ACT 1991, SECTION 134

GENERAL DRAINAGE CHARGE NOTICE IS HEREBY GIVEN that the Board of the Environment Agency

at its meeting on 9 February 2022 adopted for the year ending 31 March 2023 a General Drainage Charge of 277.27 pence per hectare of chargeable land for the area of the Anglian (Northern) Regional Flood and Coastal Committee

Norman Robinson, Area Director, Lincolnshire and Northamptonshire Area, Environment Agency, Kingfisher House, Orton Goldhay, Peterborough, PE2 5ZR.

Note: 'Chargeable Land' means agricultural land and agricultural buildings in so much of the area of the Anglian (Northern) Regional Flood and Coastal Committee as does not fall within an internal drainage district, excluding rough grazing land and woodlands other than commercial woodlands.

NORTH LINCOLNSHIRE COUNCIL (High Street, Kirton-in-Lindsey) (Temporary Prohibition of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council has made an Order the effect of which is to prohibit any vehicle from proceeding along High St, Kirton 21st Feb -4th March 2022 inclusive (but varied if necessary to due to any unforeseen circumstances) 24 hours each day for the installation of new fibre by KCOM. The diversion is South Cliff Rd, Queen St and reverse.

Dated this 10th day of February 2022 Church Square House W S Bell - Head of Legal & Democracy 30-40 High Street, Scunthoros

NORTH LINCOLNSHIRE COUNCIL (A15 Humber Bridge-Horkstow Road Bridge) (Temporary 50mph Speed Limit) Order 2022

Notice is hereby given that North Lincolnshire Council intends not less than seven days from the date of this Notice to make an Order the effect of which will be to impose a temporary 50mph speed limit on the northbound and southbound carriageways of that length of the A15 from the Humber Bridge Boundary (Far Ings Rd, Barton) to south of the Horkstow Road Bridge 7th March - 1st April 2022 inclusive (but varied if necessary due to any unforeseen circumstances) 7.30am-6pm each day while street lighting columns are replaced. Dated this 17th day of February 2022 Church Square House W S Bell - Head of Legal & Democracy 30-40 High Street, Scunthorne

NORTH LINCOLNSHIRE COUNCIL (Hallgarth Avenue, Scunthorpe) (Temporary Prohibition of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council has made an Order the effect of which is to prohibit any vehicle from proceeding along Hallgarth Ave 21st Feb-15th April 2022 inclusive (but varied if necessary due to any unforeseen circumstances) 24 hours each day to reconstruct footway, carriageway and kerbs. A diversion is not applicable as Hallgarth Ave is a no through road. Dated this 17th day of February 2022 W S Bell - Head of Legal & Democracy Church Square House 30-40 High Street, Scunthorpe

NORTH LINCOLNSHIRE COUNCIL (High Street, Barton-upon-Humber) (Temporary Prohibition of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council intends not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding along High St. Barton 9th March 2022 (but varied if necessary to due to any unforeseen circumstances) 8am-5pm that day for works by Anglian Water to repair a communications pipe. The diversion is Hungate, A1077 Holydyke, Whitecross St. Burgate and reverse

Dated this 17th day of February 2022 Church Square House W S Bell - Head of Legal & Democracy 30-40 High Street, Scunthorpe

NORTH LINCOLNSHIRE COUNCIL (Percy Street, Scunthorpe) (Temporary Prohibition of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council has made an Order the effect of which is to prohibit any vehicle from proceeding along Percy St 21st Feb -15th April 2022 inclusive (but varied if necessary due to any unforeseen circumstances) 24 hours each day to reconstruct footway, carriageway and keeps. A develope to reconstruct footway, carriageway and kerbs. A diversion is not applicable as Percy St is a no through road.

Dated this 17th day of February 2022 Church Square House W S Bell - Head of Legal & ocracy 30-40 High Street, Scunthorpe

O Support Assessing

NORTH LINCOLNSHIRE COUNCIL

(Access Road between Willoughby Road

and Angerstein Road,

Scunthorpe) (Temporary Prohibition

of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council

intends not less than seven days from the date of this

Notice to make an Order the effect of which will be to

prohibit any vehicle from proceeding along the Access

Rd between Willoughby Rd and Angerstein Rd 7th March

2022-30th April 2023 (but varied if necessary due to any

unforeseen circumstances) 24 hours each day to facilitate

access while new flats are constructed. A diversion is not

NORTH LINCOLNSHIRE COUNCIL

(Kingsway, Scunthorpe)

(Temporary 30mph Speed Limit) Order 2022

made an Order the effect of which is to impose a temporary

30mph speed limit on Kingsway 21st Feb-25th March 2022 inclusive (but varied if necessary due to any unforeseen

circumstances) 24 hours each day while footway and kerb

ire Council has

Church Square House W S Bell - Head of Legal &

Dated this 17th day of February 2022

improvements are carried out.

30-40 High Street, Scunthorge

Church Square House

Dated this 17th day of February 2022

W S Bell - Head of Legal & Democracy

Democracy 30-40 High Street, Scunthorpe

applicable

NORTH LINCOLNSHIRE COUNCIL (Turbary Road, Haxey) (Temporary Prohibition of Traffic) Order 2021

On 11th Aug 2021, North Lincolnshire Council made an Order the effect of which prohibits any vehicle from proceeding along Turbary Road, Haxey. That Order took effect on 16th Aug 2021 and will be effective until 15th February 2023. Under that same Order, it is now proposed to undertoke further works (coalnow water mails by to undertake further works (replace water mains by Yorkshire Water) necessitating the closure of Turbary Rd. Haxey 7th March-22nd April 2022 inclusive (but varied if necessary due to any unforeseen circumstances) 7.30am-5.30pm each day. A diversion is not necessary because Turbary Rd is a no through road. Dated this 17th day of February 2022 Church Square House W S Bell - Head of Legal & Democracy 30-40 High Street Scunthorne

NORTH LINCOLNSHIRE COUNCIL (Wroot Road, Epworth) (Temporary Prohibition of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council intends not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding along that length of Wroot Rd from Idle Bank to the Access Rd to Sandhill Farm 7th March - 17th June 2022 inclusive (but varied if necessary to due to any unforeseen circumstances) 7.30am-5.30pm each day for Yorkshire Water to replace water mains. The diversion is Idle Bank, Sandtoft Rd, West End Rd, Battle Green, Carrside and reverse. Dated this 17th day of February 2022 Church Square House W S Bell - Head of Legal & Democracy 30-40 High Street, Scunthere

Peter Woodhouse Bass (Deceased)

rsuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of 153 Rowland Road, Sounthorpe, who died on 14/11/2021, are required to send particulars thereof in writing to the undersigned Solicitors on or before two months from the date of this cation, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice. Hetts Solicitors, 11 Wells

Street, Scunthorpe DN15 6HW

FRANK MAURICE ARTHUR BAKER (Deceased)

Pursuant to the flustee Act 1925 any persone having a claim against or an interest in the Estate of the above named, lais of turner advised the Act 1925 and th flag notice.
Wilkin Chapman LLP Solicitors
Cartergate House, 28 Chantry Lane.
Grimsby, North East Lincolnshire DN31 2LJ

NORTH LINCOLNSHIRE COUNCIL (Middle Lane, Amcotts) (Temporary Prohibition of Traffic) Order 2021

On 2nd June 2021, North Lincolnshire Council made an Order the effect of which prohibits any vehicle from proceeding along Middle Lane, Amcotts. That Order took effect on 7th June 2021 and will be effective until 6th Dec 2022. Under that same Order, it is now proposed to undertake further works (renewal of water main by Verkshire Water) recently the control of the cont Yorkshire Water) necessitating the closure of Middle Lane 7th -18th March 2022 inclusive (but varied if necessary due to any unforeseen circumstances) 7.30am-5.30pm each day. The diversion is B1392 Hook Rd, Access Rd to

Amouts Grange and reverse.

Dated this 17th day of February 2022

Church Square House W S Bell - Head of Legal & Democracy 30-40 High Street, Scunthorpe

NORTH LINCOLNSHIRE COUNCIL (Risby Road, Appleby) (Temporary Prohibition of Traffic) Order 2022

Notice is hereby given that North Lincolnshire Council intends not less than seven days from the date of this Notice to make an Order the effect of which will be to prohibit any vehicle from proceeding along that leng of Risby Rd, Appleby outside No 1, 7th -9th March 2022 inclusive (but varied if necessary to due to any unforeseen circumstances) 24 hours each day for Anglian Water to repair a communication pipe. The diversion is B1207 Ermine St, A1077 Mere Lane, Top Rd, Roxby Rd. Winterton Rd and reverse. Dated this 17th day of February 2022

Church Square House W S Beli - Head of Legal & Democracy 30-40 High Street, Scurthorpe

NORTH LINCOLNSHIRE COUNCIL

Town and Country Planning (Development Management Procedure) (England) Order 2015 -Notice under Article 15 Planning (Listed Building and Conservation Area) Regulations & Act 1990 Town and Country

Planning Act 1990 Notice is hereby given that the Council has received the following applications which either affect a listed building, conservation area, is a major development or represents a departure from the Local Plan. Details are available at Church Square House, 30-40 High Street, Scunthorpe DN15 6NL or at www.northlines.gov.uk/ planning. Comments should be made within 21 days of this notice, preferably online or by email at planning@northlines

gov.uk. Epworth PA/2021/1870 Extension of annexe to create new dwelling Daffodil Farmhouse and Annexe, West End Road
Owston Ferry PA/2021/2253
Change of use to residential & external alterations High Melwood Farm, C204 Between Epworth And Owston Crowle PA/2021/2282

New dwelling
Marshgate Farm, Marsh Road
Owston Ferry PA/2022/284
Change of use to residential & external alterations High Melwood Farm If you do write or email us,

please bear in mind that anyone may read your letter and a copy will appear on the council's web site (personal details will be removed before being uploaded). In the event of any appeal, representations will be forwarded to the Ministry of Housing, Communities and Local Government and the appellant unless a contrary wish is clearly expressed.

Development Management



OPERATOR'S LICENCE
O'Connor Utilities Limited of Unit 10
Sandfold Lane, Levenshelme,
Manchester, M19 3BJ is applying to
change an existing licence as follows:
To add an operating centre to keep I
goods vehicle at Eddies Transport,
Woodhouse Road, Scuntherpe, DN16
18D. Owners or occupiers of land
including buildings) near the operating
centre(s) who believe that their use or
enjoyment of that land would be
affected, should make written
representations to the Traffic
Commissioner at Hillcreat House 386
Harchill's Lane Levels L59 6NF,
stating their reasons, within 21 days of
this nofice. Representations must at the
same time send a copy of their
representations to the applicant at the
address given at the top of this nofice. A
Guide to Making Representations is
available from the Traffic
Commissioner office.

GOODS VEHICLE

OPERATOR'S LICENCE

GOODS VEHICLE

OPERATOR'S LICENCE OPERATOR'S LICENCE
AGT Grimsby, United of 18 Filey
Road, Grimsby, DN29 SSZ, is applying
for a licence to use KBC Logistics, 4/9
Lancaster Approach, North Killingholme,
Immingham, DN40 33/Y as an operating
certire for 3 goods whickes and 3 traiters.
Owners or occupiers of land (including
buildings) near the operating certire for 3 goods who believe that their use or enjoyment
of that land would be affected, should
make written representations to the
Traffic Commissioner at Hillcrest House
386 Harchills Lane Loeds LS9 6NF
stating their reasons, within 21 days of
this notice. Representors must at the
same time send a copy of their same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's Office.

BARBARA NICHOLSON (DECEASED)

Pursuant to the Trustee Ad 1925 any persons having a claim against or an interest in the having a claim against or an interest in the Esiate of the above remet, stell of 20 Horne Hall Avenue, Scurthorpe, North Licrochaffre, DNI6 3872, who died or 19/12/20(2), are required to send written particulars thereof to the unclearinged on or before 18/04/20/2, after which date the Estato will be distributed. having regard only to the claim of which they have had notice.

PEPPERELLS SOLICITORS, The Pearl, New Bridge St W, New Jastle upon Tyrie NE1 8AO





Any item ony price free online

marketolacilie muk THE CO. LEWIS CO., LANSING, MICH.

Any item any price free online

ENVIRONMENT & INFRASTRUCTURE

ENVIRONMENTAL PROTECTION

PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED PROPOSED CHANGES TO THE KEADBY 3 CARBON CAPTURE POWER STATION PROJECT

CONSULTATION RUNS UNTIL SUNDAY 20TH MARCH 2022 AND WE WELCOME YOUR FEEDBACK ON THE PROPOSED CHANGES

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CONSULTATION

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Details of the two events are:

VENUE Crowle Community
Hub, Market Place,
Crowle Thursday 3rd March
2022 St Oswalds Hall,
Station Road,
Keadby
Friday 4th March
2022

ME 12:30pm-5:30pm 10am-2pm

If you previously provided feedback about the Project, this has been considered by the Applicant and reported on in the documents being examined by the Planning Inspectorate. This consultation is seeking feedback about the Proposed Changes.

You can complete the feedback form which is available on the Project Website, write to us at FREEPOST KEADBY 3 with your name and address, e-mail us at consultation@keadby3.co.uk, or leave a message including your name and number at 0800 211 8194.

ALL FEEDBACK MUST BE RECEIVED BY SUNDAY 20TH MARCH 2022

Project Website address: www.ssethermal.com/keadby3 (3995916)

WATER

ENVIRONMENT AGENCY WATER RESOURCES ACT 1991, SECTION 134 GENERAL DRAINAGE CHARGE

ANGLIAN (NORTHERN) REGIONAL FLOOD AND COASTAL COMMITTEE

NOTICE IS HEREBY GIVEN that the Board of the Environment Agency at its meeting on 9 February 2022 adopted for the year ending 31 March 2023 a General Drainage Charge of 277.27 pence per hectare of chargeable land for the area of the Anglian (Northern) Regional Flood and Coastal Committee.

Norman Robinson, Area Director, Lincolnshire and Northamptonshire Area, Environment Agency, Kingfisher House, Orton Goldhay, Peterborough, PE2 5ZR.

ANGLIAN (EASTERN) REGIONAL FLOOD AND COASTAL COMMITTEE

NOTICE IS HEREBY GIVEN that the Board of the Environment Agency at its meeting on 9 February 2022 adopted for the year ending 31 March 2023 a General Drainage Charge of 392.94 pence per hectare of chargeable land for the area of the Anglian (Eastern) Regional Flood and Coastal Committee.

ANGLIAN (GT OUSE) REGIONAL FLOOD AND COASTAL COMMITTEE

NOTICE IS HEREBY GIVEN that the Board of the Environment Agency at its meeting on 9 February 2022 adopted for the year ending 31 March 2023 a General Drainage Charge of 214.60 pence per hectare of chargeable land for the area of the Anglian (Gt Ouse) Regional Flood and Coastal Committee.

Simon Hawkins, Area Director, East Anglia, Environment Agency, Iceni House, Cobham Road, Ipswich, Suffolk IP3 9JD

Note: 'Chargeable Land' means agricultural land and agricultural buildings in so much of the area of the Regional Flood and Coastal Committees as does not fall within an internal drainage district, excluding rough grazing land and woodlands other than commercial woodlands. (3995918)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a western part width of North Road, adjacent to the eastern boundary of Grange Lea Care Home at Ponteland, in the County of Northumberland.

If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Northumberland County Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the Act.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Ponteland Town Council, Council Offices, Unit 1, Meadowfield Court, Meadowfield Industrial Estate, Ponteland, Northumberland NE21 9SD in the 28 days commencing on 17 February 2022, and may be obtained, free of charge, from the addresses stated below quoting NATTRAN/NE/S247/4954.

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by

Frictionless payments fuel boom in online spending

Mobile wallets and face recognition are handing web retailers more tools to drive sales, says Ben Woods

brief stroll through the streets of Hounslow, west London, ✓ I offers a glimpse of Jeff Bezos's ever-enduring quest to push the boundaries of shopping.

At the base of a modern block of flats lies Amazon Go, the checkout-less grocery shop being rolled out to disrupt the way consumers buy their milk, tea and lavatory roll.

Having already become the pre-eminent force in online retail, Amazon's founder - and one of the world's richest men - is building a high street empire using smartphone apps, data and sophisticated cameras that track what shoppers are putting in their baskets.

It has been made possible by the rise of so-called frictionless payments: mobile wallets, auto-renewing subscriptions and smartphone fingerprint payment tech sweeping online and physical stores.

For shoppers, it promises speed and convenience. For retailers, it turns fickle-minded customers into regular spenders while increasing the

opportunity to harvest their data. Research by Barclaycard found around £40bn worth of potential purchases were abandoned by online shoppers last year, with 24pc caused by slow payment processes. Investment in new payment technology, however, helped slash those products left languishing in online shopping baskets by as much as 16pc.

Claire Tassin, the retail and e-commerce analyst at Morning Consult, says frictionless payments are handing online retailers more tools to drive sales.

"For the consumer, frictionless payments are phenomenal in terms of convenience. It makes it so easy to just move through your day without having to fish for your credit card every time you want to checkout online," she says. "And it is good for

Tassin adds: "Individuals who use mobile payment technology like the wallet on their phone are much more interested in retailers that offer 'buy now, pay later' services, or loyalty interesting because they often come with a mobile app that supports

embedded payments. "So, you have this payment system where you can store a consumer's payment history, ordering ability, loyalty rewards and credit card in one space that makes it easier for that retailer to own the customer journey."

The rise of frictionless payments comes despite early anxieties over security and data privacy: a report from online payments company Paysafe in 2018 found half of shoppers feared such payments would put them

Covid has helped temper those fears. An increasing number of consumers turned to online grocery shopping during lockdowns, or embraced mobile wallet payments to cut physical contact with cash.

This prompted more retailers to adopt payment services offered through smartphones. More than half of retailers now provide digital wallet services such as Apple Pay or Android Pay, according to Barclaycard. Meanwhile, research by UK Finance found contactless card usage accounted for 2bn transactions in November, up 30pc on the same month last year.

cleanliness" in the pandemic was "a big accelerator to start trying more of that mobile payment tech", says Tassin.

their part in getting consumers comfortable with quick payments. Instagram, for instance, has diversified away from sharing images and videos, allowing users to buy products touted

The move brings together its powerful social media algorithm with an easy way for consumers to buy what they discover: reducing the number of people leaving Instagram to find products elsewhere on the internet.

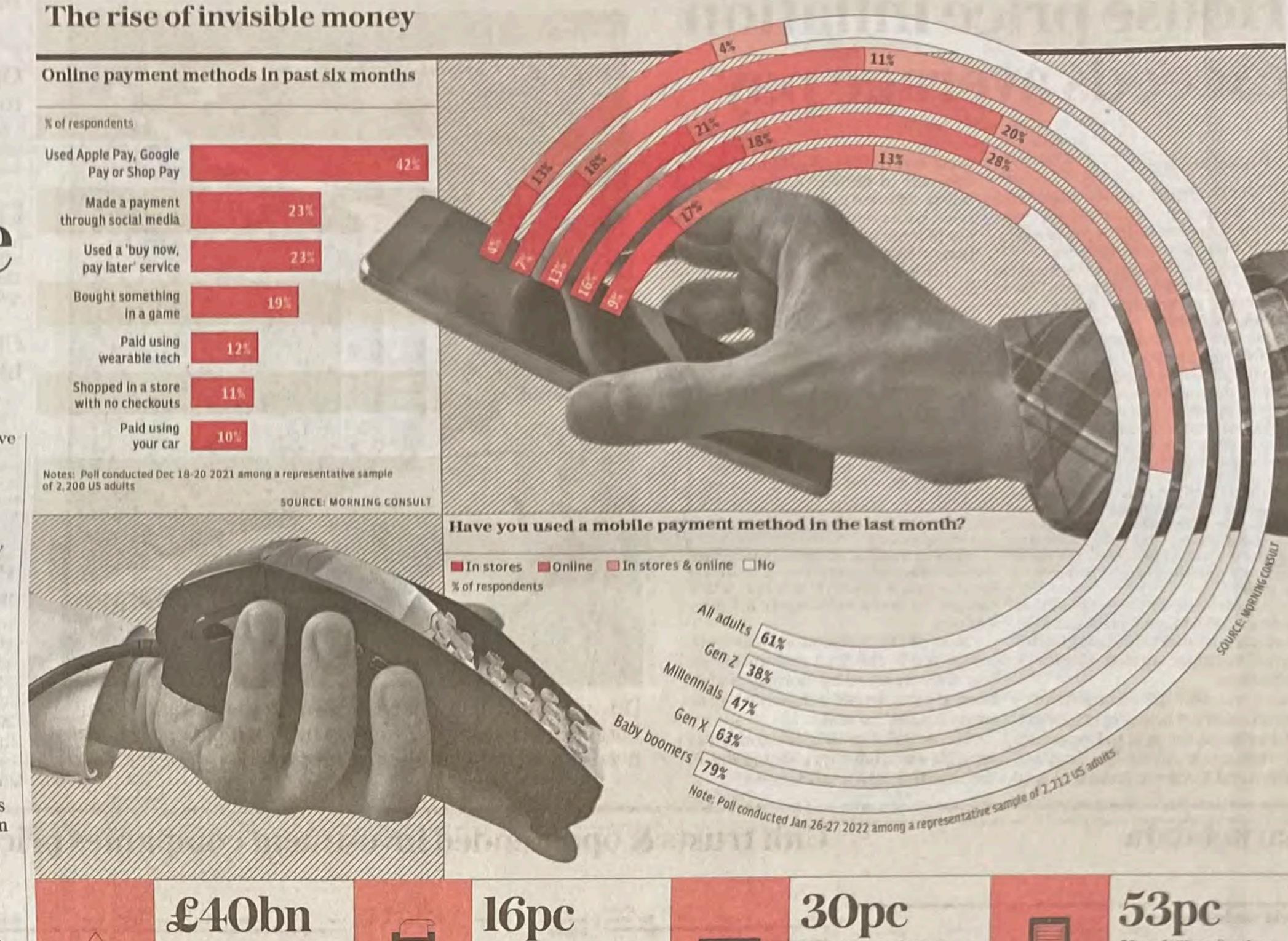
online retailers because you don't have those abandoned carts."

programmes. The loyalty area is really

at greater risk of fraud.

Concern over "surface-level

Social media giants have also played by influencers.



And with 59pc of those online between

18 and 29 years old using Instagram,

Economics, such payment trends are

For Mark Mulligan, the co-founder

The American newspaper publisher,

which recently bought mobile gaming

subscribe to its app using fingerprint

before auto-renewing. It claims to be

on track to reach 10m subscribers by

2025, having already amassed 8.4m -

of which 7.6m are digital. "Anything in

according to the London School of

becoming increasingly embedded

of Midia Research, frictionless

payments have been a key driver

which has accelerated the rise of

New York Times into a global

sensation Wordle, lets readers

authentication on Apple's iPhone

media powerhouse.

Netflix and helped transform The

behind the subscription economy,

within society.

Around £40bn worth of purchases are abandoned by UK online shoppers at the check-out each year, in part due to slow payment

Investing in new payment technology cut basket abandonment by 16pc

the digital world that reduces friction

is going to be a positive because it is

attention economy, where there is a

It makes it so easy to just

without having to fish for

"That is particularly prevalent for a

news service like The New York Times;

crucial part of people's digital identity. News is a social signifier online for

how individuals want to be perceived

underestimated that news is also a

across their digital profiles. So,

move through your day

your credit card'

he adds. "It shouldn't be

companies fight for prominence in the

providing simplicity and helping

finite amount of time available,"

Mulligan says.

Contactless card usage accounted for 2bn

transactions in November, up 30pc on the same month last year

removing friction is absolutely key to supporting that." But how far are shoppers really

willing to go in their embrace of

"invisible payment" technology? Start-ups like PopID are betting that facial payments will soon become as commonplace as reaching for a wallet when out on the high street. The California-based software firm recently partnered with SoftBank's Computer Vision and restaurant chain

ordering and payment system. Tassin is sceptical. "Right now, I think there are barriers to consumers embracing payment with facial recognition or the palm of your hand.

Wendy's First Kitchen in Tokyo to roll

out its facial recognition-based

Mainly because it is very rare. "I do think that the sense of ease is very appealing, but the issue is the privacy consideration."

CONSULTATION

53pc of UK retailers have introduced a digital wallet such as Apple Pay or Android Pay

SOURCES: BARCLAYCARD, UK FINANCE

How Chinese shoppers pay and transfer money could provide a more realistic look at the evolution of frictionless technology in the short term.

WeChat, the Tencent owned tech giant, is China's biggest app with more than one billion active users. It combines the social media experiences of WhatsApp and Facebook, while also incorporating services akin to those found on banking apps such as mobile payment and transfers. Users can message each other, post "moments", send money to friends, or even buy train tickets and pay bills.

Combining a banking, social media, and e-commerce app into one super app may seem a big leap for privacywary consumers. Yet, Bezos's Amazon Go store in Hounslow shows that shoppers are already stepping into a truly frictionless future.

ADVERTISEMENT

PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED PROPOSED CHANGES TO THE KEADBY 3 CARBON CAPTURE POWER STATION PROJECT

CONSULTATION RUNS UNTIL SUNDAY 20TH MARCH 2022 AND WE WELCOME YOUR FEEDBACK ON THE PROPOSED CHANGES

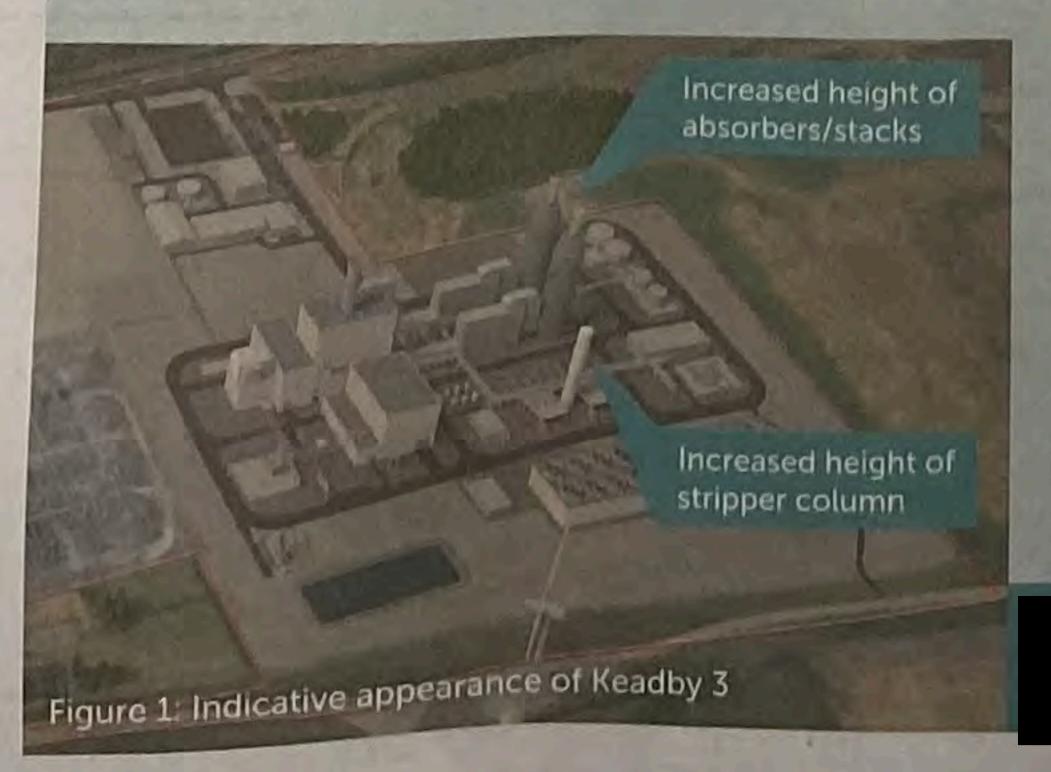
KEADBY 3 CARBON CAPTURE

A collaboration between SSE Thermal and Equinor

The application for a Development Consent Order for the Keadby 3 Carbon Capture Power Station Project (formerly known as the Keadby 3 Low Carbon Gas Power Station Project) (the 'Application') (Reference: EN010114) is currently being examined by the Planning Inspectorate on behalf of the Secretary of State for Business, Energy and Industrial Strategy. The Application was submitted by Keadby Generation Limited (the 'Applicant') on 1 June 2021 following two rounds of consultation.

The Application seeks to develop and operate a new low carbon Combined Cycle Gas Turbine (CCGT) power station with a gross electrical output capacity of up to 910MW and associated development on land at and in the vicinity of the existing Keadby power stations, Trentside, Keadby, Scunthorpe, North Lincolnshire, DN17 3EF.

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connection, electrical connections, water connection corridors between the CCGT and the Stainforth and Keadby Canal and the River Trent, an above ground installation for carbon dioxide export infrastructure, accesses, temporary construction and laydown areas, haul routes, and other associated development.

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POWER STATION

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VENUE: Crowle Community Hub, Market Place, Crowle

DATE: Thursday 3rd March 2022 TIME: 12:30pm-5:30pm

VENUE: St Oswalds Hall, Station Road, Keadby DATE: Friday 4th March 2022 TIME: 10am-2pm

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PUBLIC CONSULTATION BY KEADBY GENERATION LIMITED

PROPOSED CHANGES TO THE KEADBY 3 CARBON CAPTURE POWER STATION PROJECT

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APPENDIX 6.4: INFORMATION BANNERS



A co labo ation between SSE Thermal and Equinor



SSE Thermal and Equinor are seeking to develop and operate a new combined cycle gas turbine power stat on (CCGT) fitted with carbon capture technology on land near Keadby

An application for development consent for the Project previously known as Keadby 3 Low Carbon Power Station was submitted to the Planning Inspectorate for cons deration on 1 June 2021 following two stages of public consultat on The Project is curren ly be ng exam ned by the Planning Inspectorate on behalf of he Secretary of State

Since the app ication was submitted add tional engineering and design stud es have been completed resulting in a number of Changes to the Project

Information about the Proposed Changes can be found on banner 2 Members of he project team are available to d scuss the project n more detal

We would welcome any comments or feedback you may have on the Proposed Changes Please complete a comment card and hand to a member of the team or a ternat vely to prov de your feedback

- Email us at consultation@keadby3 co uk
- Leave a vo cemail at

Please provide all comments and feedback by Sunday 20th March 2022

You can find out more about the Proposed Changes v a the website

Feedback previously provided about the project has been considered by the Applicant and reported in the documents being examined by he Planning Inspectorate. This consultation is seeking feedback on the Proposed Changes.

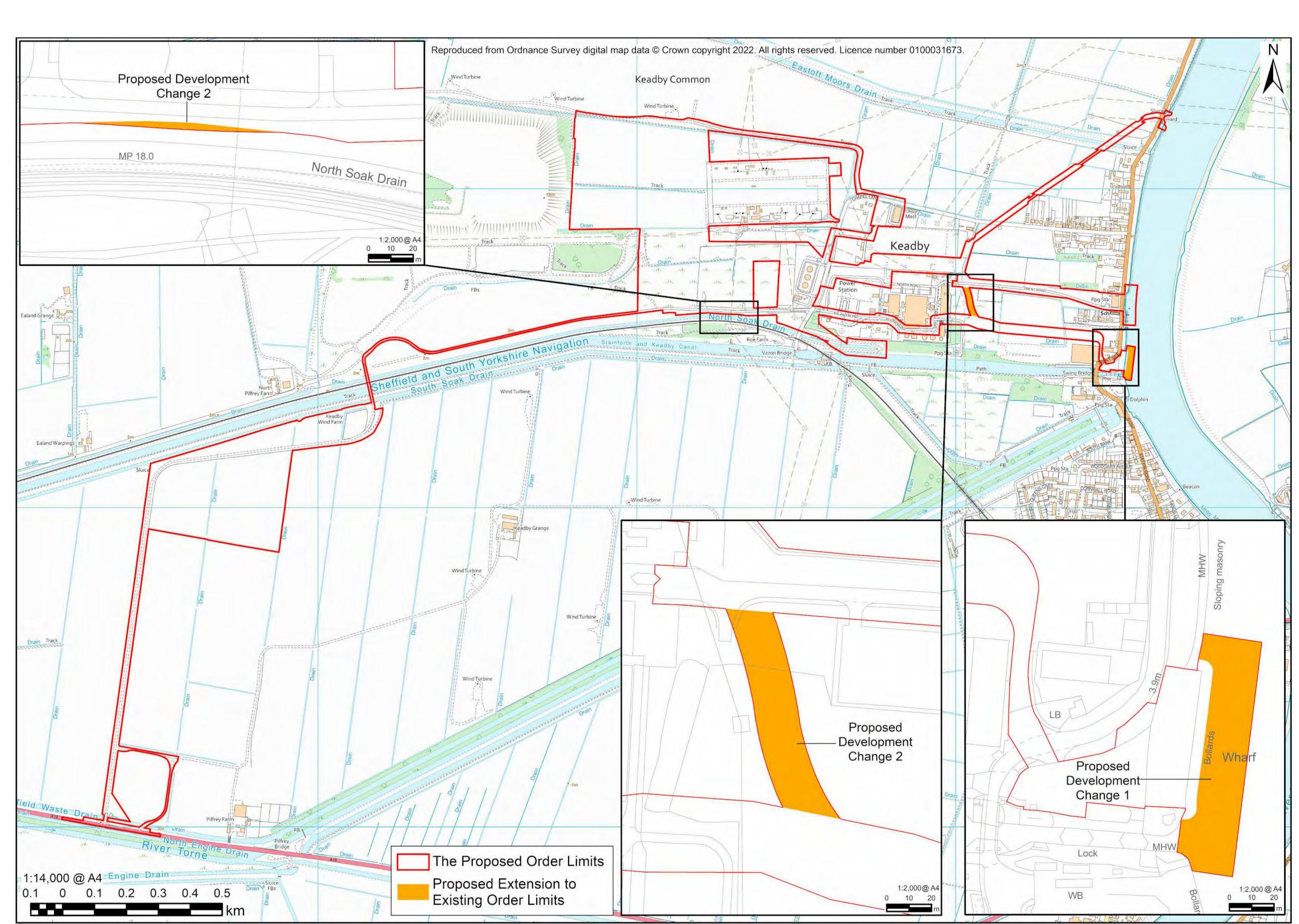


A co labo ation between SSE Thermal and Equinor

Proposed Changes to the P oject

The findings of the envi onmental mpact as essmen s (EA) eported in the En i onmental S atement (ES) that orms part of the DCO Deve opment Consent Orde) App cat on are unlikely o subside and all y a terias a result of the P oposed Changes. For each Proposed Change this section of the news et er identifies the scope of any further a sessment work considered ed necestary and provides an initial view on which environmental mpact as essment s (EA) eported in the Environmental S atement (ES) that orms part of the DCO Deve opment Consent Orde) App cation are unlikely of substantial sessions at all y a terias a result of the P oposed Changes. For each Proposed Change this section of the news et er identifies the scope of any further a sessment work considered ed necestary and provides an initial view on which environmental topics are potentially likely to be affected.

The five P oposed Changes c n be umma ised as fo lows Proposed Changes that affect he Order L mi s are shown in the figu e be ow



Fi ure 1 P opos d E ten ions o O der L mi s

1 Inclusion of iverbed within the Waterborne Transport Offloading Area Railway Wha f)

This Proposed Change involves the extension of the Order Limits (the time bound ry) for the Project into the River Tient in order to allow or larger versels bringing loads to the Site during construction to be that Rai way Whirf This change does not include any new phisic I development

Du ing offloading of the la gest vesse s which could moor at he exis ing Rai willy Whinf for the purposes of AIL (Abnormal Indivisible oid deliveres it will be necessing to secure vesse sito elis ing mooring political and vessels mily be required to lette on the river bed thoughout a full tide cycle. The proposed use of he Whinf is consistent with the method used duing continuous ion of Keadby 2 Power S at onlor A Lide i eries and it his been asselsed completens vely within the Navigation Risk Assessment of the ES

2 Changes to the Additional Abnormal Indivis ble Load Route la gely within SSE land

The Appl cant proposes an extens on of he ex st ng Add t onal AIL Route for arger A Ls whi h was fi st const ucted for the const uct on of Keadby 2 This s o avoid re iance on rou eing al A Ls though the operational Keadby Power St t on due on he point all for health so fety and environmental in ks which could other wise affect the construction to mescales and pied of being able to deploy this Nationally Significant line as ructure Polect The AIL Route would incorporate the emporative of a section of he Keadby 1 Power Stalion stellar which may require the demol ion/elocation of some existing buildings and be extended sightly north of Keadby Power Stalion. The roule would avoid impacting existing habit at and vegetation but where his sun voidable compination and enhancement mealures would be undertated while all habit as would be enstaled of owing completion of construction. This change requires a minor extension to the Order Limits taking in and which a ready belongs to the Applic into the Application of the Application in the Application of the Application in the Application of the Application in the Application of the App

Po ent al effects on raffic and t ansport (bno maload out ng) and contruction related effects including noise and ibrit on bodiversity and nature conservation water resources geology hydrogeology and and contimination to utual heritage and climate change will be relevaluated. At ee su vey and a bodicultural impact assessment will also be under aken in relation to a small number of the estimate hat may be affected by this Proposed Change updates of the Landscape and Brodive sity Management and Enhancement Planare also proposed and will be informed by the Applic in significant proposed and will be informed by the Applic in significant proposed and Metric 3.0

Other env ronmental effec s a e an ic pated to remain unchanged however he assessments will be eviewed to confi m th s



A co labo ation between SSE Thermal and Equinor

Increase to the maximum heights of he carbon dioxide absorbers/ stacks if two are installed

Ongoing design has ident fied hat in the event that up o two ab o ber un ts a e requi ed or he emoval of carbon dox de f om the new Power Sta ion s emis ions the wo uni s may have max mum d mens ons of up o 22m h gher han ho e p ev ou ly asses ed n the EIA for the DCO Appl ca ion

Po ent al effects on a r quality and scape and v sual amenity and no se and vibiation will be re-evaluated together with potential interedictip in all y effects eight on bodi ersity and na u e conservation) due to the additional height proposed for up to two absorbers units and stacks. Other environment it effects are antilipated to remain unchanged however the substantial sessions will be reviewed to confirm this. Updated photomorphisms have been produced to provide in indication of the visual appearance of his Proposed Change.



Ex st ng v ew a ong Chape Lane (w nt r)



View a ong Ch pel L ne wi h up o wo bsor er)

4 Increase to the maximum heights of he carbon dioxide stripper column

Further des gn s udies have also iden ified that the proposed c rbon d oxide str pper column may have max mum dimensions of up 10m h gher han he height p ev ou ly asses ed

Po ent al effects on andscape and vi ual amen ty and noi e and vib at on w l be re-eva uated together wi h poten ial ela ed nter-d sc pl nary effects al hough it s con idered l ke y hat envi onmental effects as essed w ll not ma er al y change Upda ed photomon ages wi l be p oduced to prov de an ind cat on of the vi u l appe rance of his Proposed Change



View a ong Ch pel L ne snge abs rber with tler cabon dio ide trippe)

Increase in proposed soil import volumes to create a suitable development platform

Ongoing design has ident fied hat additional volumes of soil may need to be imported to poide a suitable plat orm for foundations and buildings/equipment across the Ploposed Development ite Upito 80 000m3 of oight sample as a suitable plat item. The sample of the samp

Traffic and ranspot nd related construction traffic noise and a riquality effects will be re-e aluated to take account of his Proposed Change a though is he change will not coincide with the peak of construction traffic for the Proposed Development (on which the assessments are based) it is considered likely hat environmental effects assessed will not materially change

Where fur her assessment for the Proposed Changes ident fies a change in report ed en it onmental effects the tumulative and combined effects will also be considered. The findings of the Habitals Regulations As essment Appropriate Assestment Report are in it is pated to be unchanged however his will be relieved to owing completion of the proposed updates to the environmental assessment of confirm



A co labo ation between SSE Thermal and Equinor

Consultation Methods

Informat on about the Proposed Changes can be found on banner 2 Members of he project team are available to d scuss the project n more detail

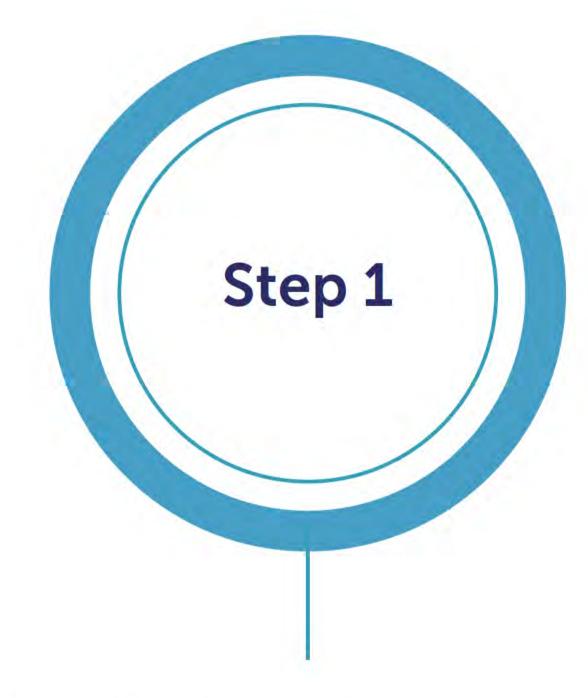
The preliminary findings of the environmental assessment are presented in a Non Technical Summary document. This and other consultation documents may be found on the P oject Webs te

www ssethermal com/keadby3

The Applicant s also consult ng North Lincolnsh re Council and other techn cal consultees and stakeholders including people with interest in land affected by the Proposed Changes alongside this public consultation

The Applicant w ll consider all feedback received and prov de a report of his and an Environmental Statement Addendum as part of the appl cation for the Proposed Changes n Apr l 2022

Timetable for ntroducing the Proposed Changes



Not ficat on of proposed changes o Panning Inspictor te

1 Februa y 2022

COMPLETED

T e ppic nts ntaf rmal e ter to he Pl nn ng I spe to a e n tf i g hem of our n en ion o make c anges o the P o ect nd to co su t on t ose ch nges



Panning inspector te opro ide advice

9 Feb uary 2022

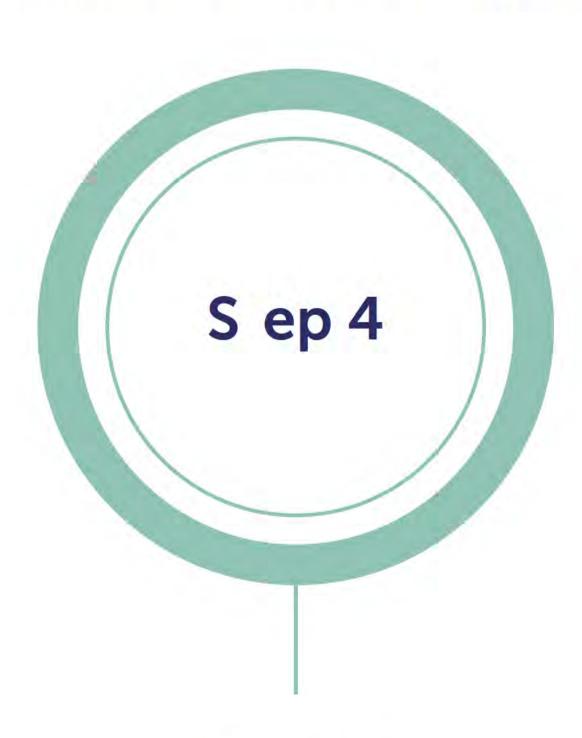
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The Panning inspector ale wo eleback of the Aplic int with addice on the ropised Charges and onsulation



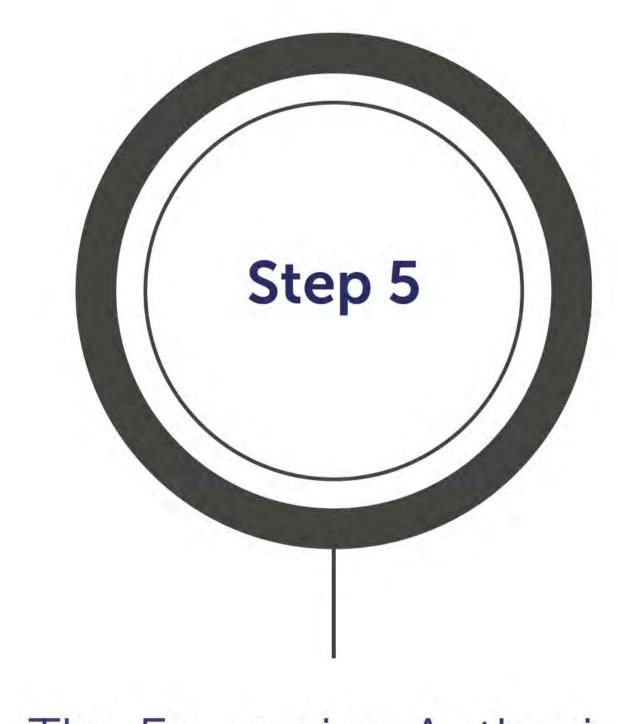
Non-st tu ory
30-day con ul at on be ins
18 Februa y
- 0 March 2022
UNDERWAY

The App can cons I s the oc I commun ty nd oth r con u tees and ta eho de s



Fo mal equest or changes **5 Apr l 2022 approx**UPCOM NG

The A plc nt p ep res he r qur d n orm t on to make he orma re ues for han es to he Pl nn ng I spe to a e n lu ing a Cons lain t teme t and En ronme ta S at m nt Ad endum and Non Te hn ca Summary



The Ex m ning Autho i y
makes a deci ion on whe her
to accept he Proposed
Ch nges Date de erm ned by
he xam ning Autho i y –
MID-APR L

Te xam ni g uth r ty wou d ma e a o m l de i ion as o whe her o acc pt te pp ic nt s rop sed Cha ges



7 June 2022

T e Ex m ning Autho i y is u der a du y to comp ete the e am na ion of the Pro ect nclud ng the Proposed Ch nges f accep ed)



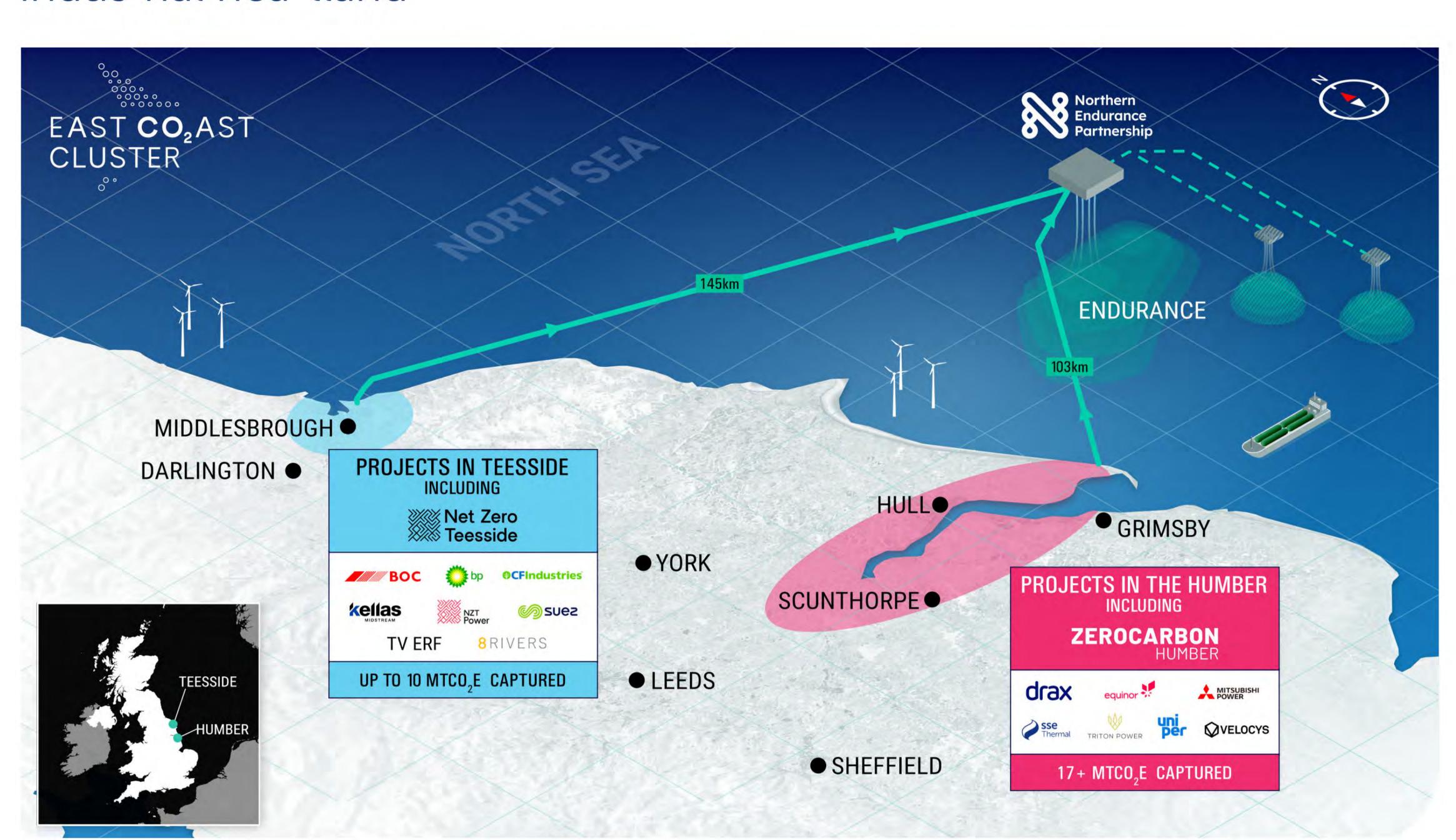
DECARBONISING TEESSIDE AND THE HUMBER

EAST COAST CLUSTER

A collabora ion be ween **Zero Carbon Humber** Net Zero Teesside and Nor hern Endu ance Partnership

W th the UK ta get to reach net zero emissions by 2050 industrial decarbonisation on a large scale w ll be required

The East Coast Cluster is working ob ing toge her communi ies businesses industry and academia o de iver the Carbon Capture and Storage infrastructure needed o decarbonise our key indus rial hea tland



Co re tas of Pha e One

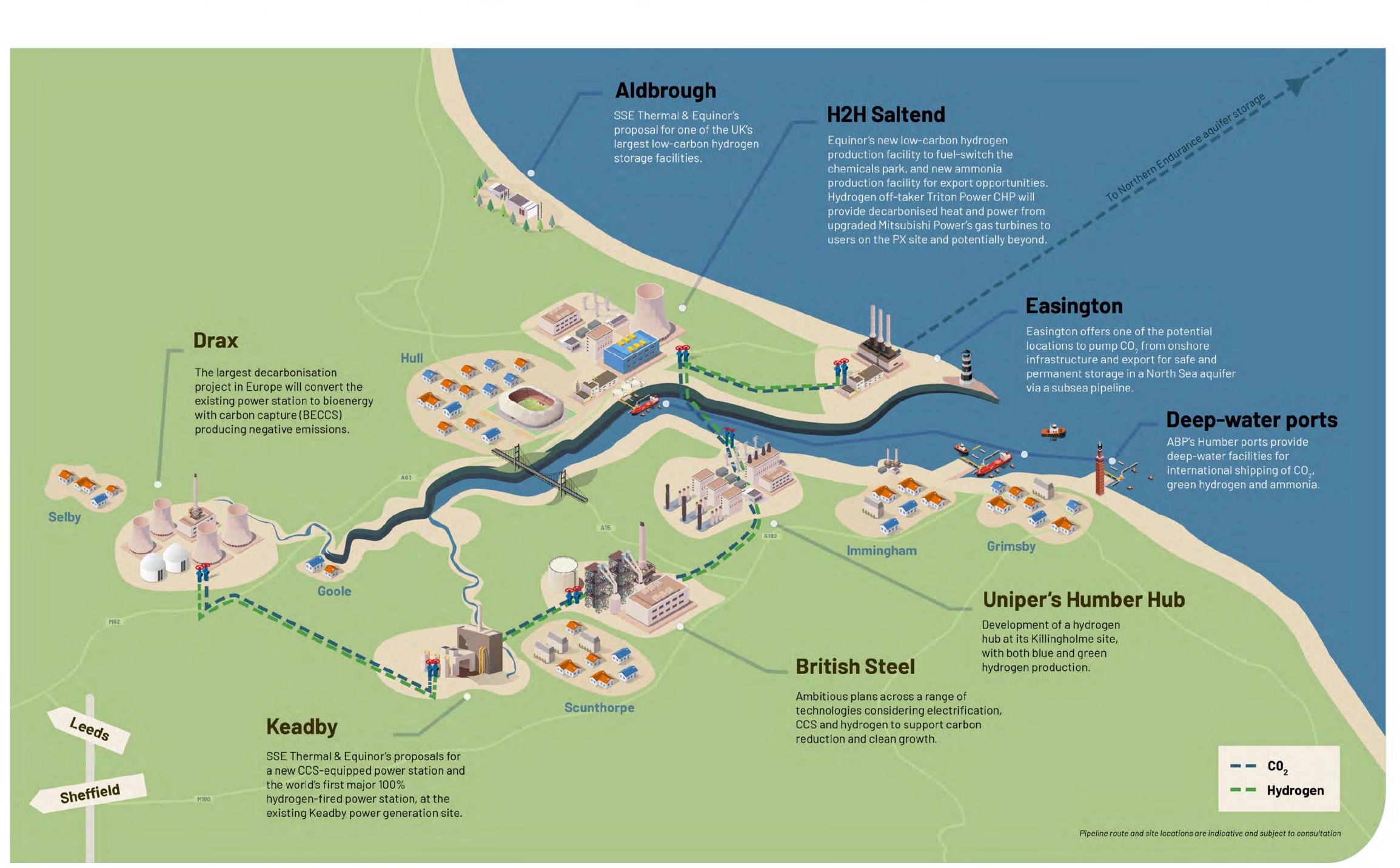
After being selected as one of the first two carbon capture usage and s o age clus ers o be taken forward by he Gove nment the East Coast Cluster will ensure the UK's leadership in the energy transition and he emerging global low carbon and hydrogen maket and play a major role in levelling up ac oss the count y

Zero Carbon Humber

Zero Carbon Humber part of he East Coast Clus er is a consortium of leading energy and indus rial companies including SSE Thermal and Equinor with a shared vision to deca bonise the Humber region

The Humber is the mot carbon intensive industial cluster in he country emiting 124 million onnes a year. The Humber Estuary and surrounding regions offer the opportunity to deliver he UK's first zero carbon cluster and help position he North of England at the heat of the global energy revolution.

The below map shows all projects that are part of he Ze o Carbon Humber vision including Keadby 3 Ca bon Capture Power Station



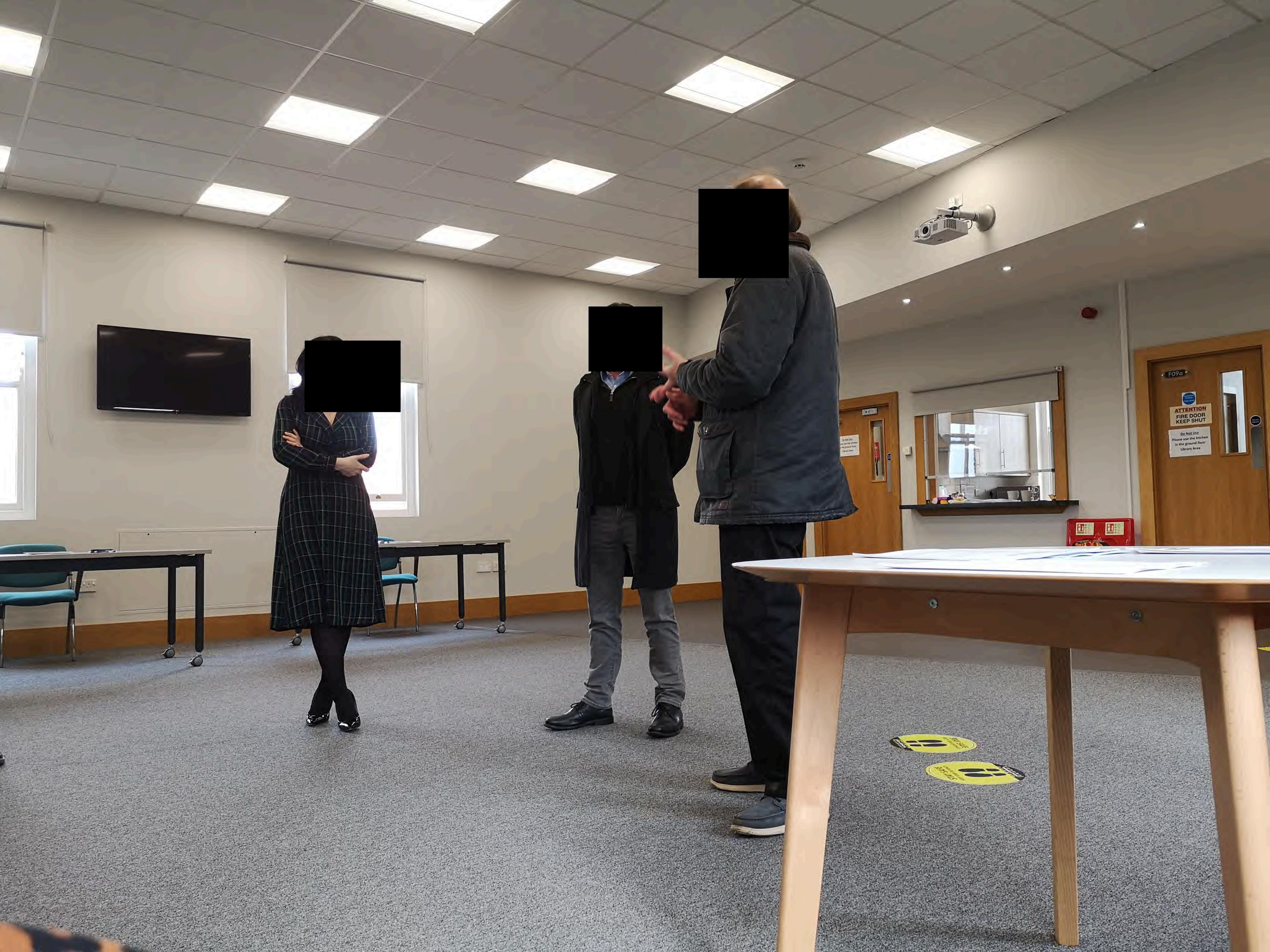
Keadby 3 has been submitted as a key emi ter project in phase two of the Governments Cluster Sequencing p ocess successful p ojec s w ll be announced in May 2022





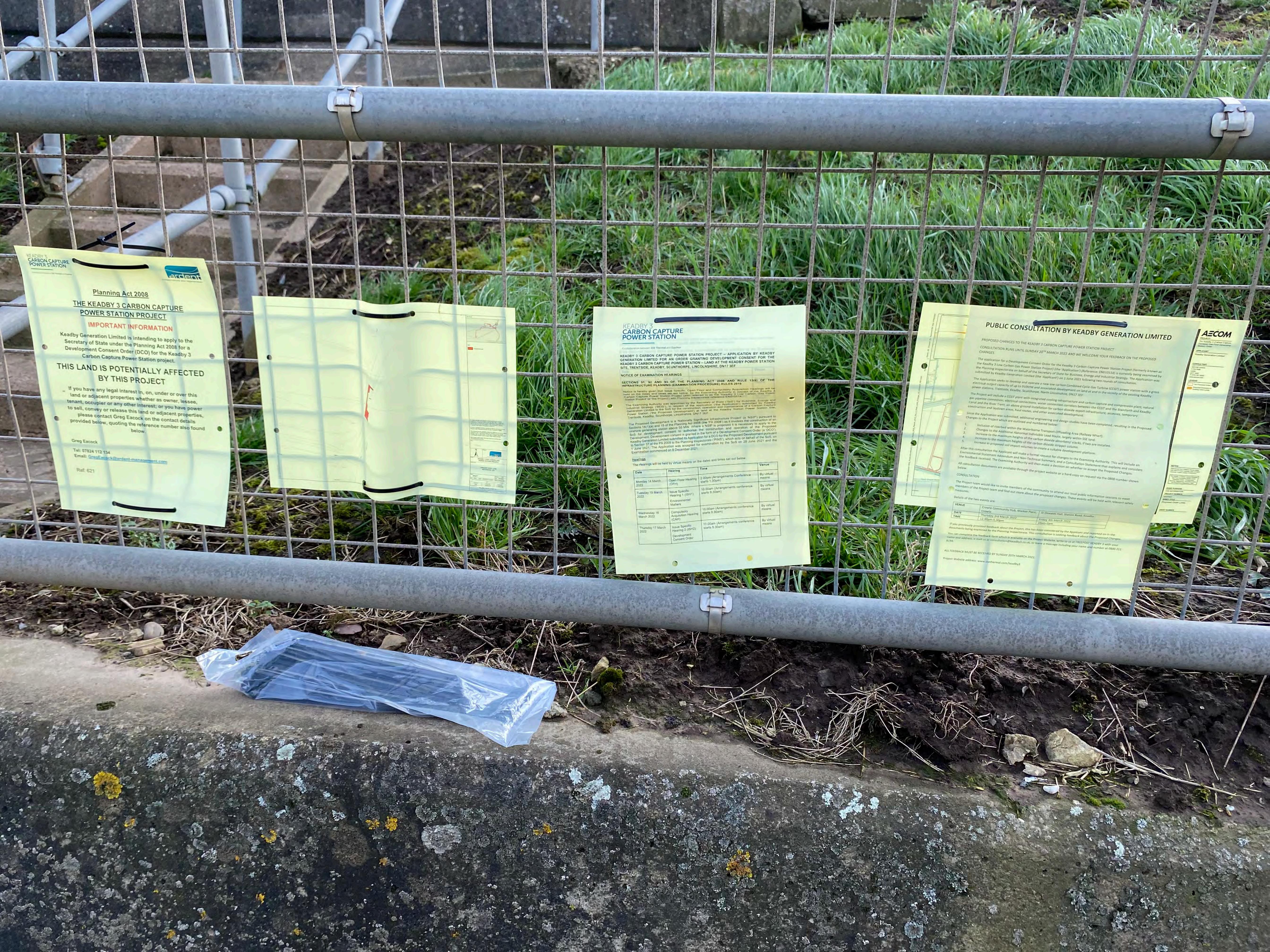
APPENDIX 6.5: CONSULTATION PHOTOGRAPHS

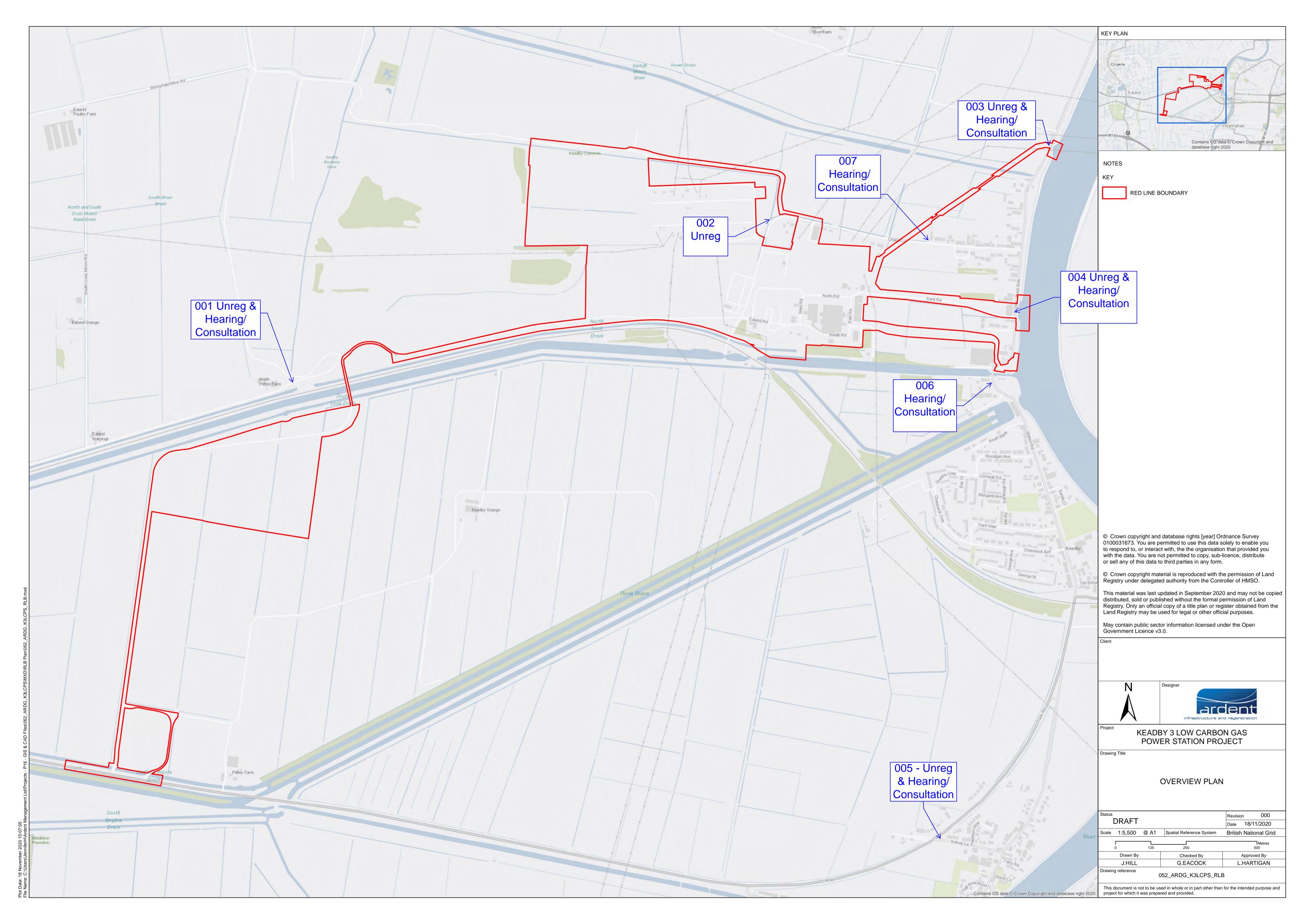






APPENDIX 6.6: CONSULTATION NOTICES







APPENDIX 6.7: PROJECT WEBSITE SCREENSHOTS

Operational

Construction

Development

Keadby 3 Carbon Capture Peterhead Carbon Capture

Decommissioned

KEADBY 3 CARBON CAPTURE POWER STATION CAPTURING THE POTENTIAL OF THE HUMBER



SSE Thermal and Equinor are actively developing Keadby 3, which could become the UK's first power station equipped with carbon capture technology by the mid-2020s.

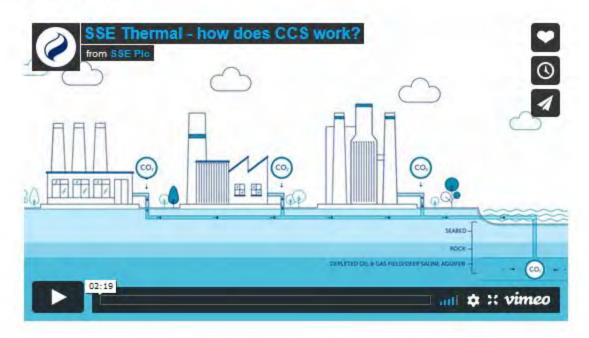
In line with our vision for a net-zero future, SSE Thermal has committed to only build power stations with a clear route to decarbonisation. With an electrical output of up to 910MW, Keadby 3 Carbon Capture Power Station will use natural gas as its fuel and will be fitted with a carbon capture plant to remove the CO_2 from its emissions.

The UK Government recently announced its ambition for the UK to become a world-leader in CCS technology, with a target to remove 10MT of CO_2 by 2030. Keadby 3 is expected to offset at least 1.5MT of $CO_2 - 15\%$ of the Government's target.

How does carbon capture and storage (CCS) work?

Carbon capture and storage (CCS) is a technology that can capture at least 90% of the carbon dioxide emissions produced from the use of fossil fuels in electricity generation and industrial processes, preventing the carbon dioxide from entering the atmosphere.

The CCS chain consists of three parts; capturing the carbon dioxide, transporting the carbon dioxide, and securely storing the carbon dioxide emissions underground, in depleted oil and gas fields or deep saline aquifer formations.



Keadby 3 will connect to the shared infrastructure being developed by the East Coast Cluster to transport the captured CO_2 and store it safely offshore. The East Coast Cluster is a collaboration between Zero Carbon Humber, Net Zero Teesside and Northern Endurance Partnership.





DCO Application

Our DCO application is currently undergoing examination by the Planning Inspectorate.

Our Changes Consultation

Since the Application was submitted to the Planning Inspectorate for examination, additional engineering and design studies have been completed, resulting in the Proposed Changes to the Project which are outlined and numbered below:

- 1. Inclusion of riverbed within the Waterborne Transport Offloading Area (Railway Wharf).
- 2. Changes to the Additional Abnormal Indivisible Load Route, largely within SSE land.
- 3. Increase to the maximum heights of the carbon dioxide absorbers/stacks, if two are installed.
- 4. Increase to the maximum heights of the carbon dioxide stripper column.
- 5. Increase in proposed soil import volumes to create a suitable development platform.





We are consulting local communities and organisations originally consulted at the pre-application stage. Our consultation advertising, and documents and plans are linked below. Feedback should be provided to co.uk or to FREEPOST Keadby 3 by 20 March 2022. This consultation relates only to the propsed changes and not the wider scheme. We will consider feedback received and submit a change application to the Planning Inspectorate in early April.

Copies of all project information, including the full application, can be found below.

Further details of next steps and the planning process can be found here

Proposed Changes Consultation Documents

- · Proposed Changes Non-technical Summary
- Newsletter
- Newspaper Advert

 Proposed Changes Non-technical Summary 	
Newsletter	
Newspaper Advert	
 Project Red Line Boundary Map 	
Project Location Map	
Application Guide, Draft DCO, and overview documents	~
Land Acquisition Information	Ų.
Plans and Drawings	v
Reports and Other Documents	¥
Environmental Statement Non Technical Summary and Main Volume	¥
Environmental Statement Figures and Appendices	v
Further Environmental Information (July 2021)	Ų.
Pre-application Documentation	V
Contact us	
Contact us	
Stakeholder Manager	



APPENDIX 6.8: COMMUNITY RESPONSES



Can You make sure everyone uses the green cross code fleuse.





B - MAR 2022

Air pollution - exactly what e how much?

hight pollution - already looks

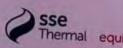
like Black pool illuminations

Please Tone - Down lights e remove any

when the safety

where the station

Keadby Power Station

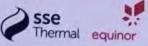




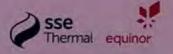
BONY HAIL ROAD BY RE-OPENED

BEYOND THE IRON GIA TES HUD

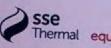
THEOUGH TO KIDBY

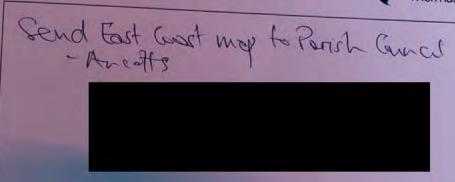


Minature wind turbine Fer Amcosts Panch council



Pot holes/road damage from National Grid compound to Vozon Bridge. Repairs recessary





From:

To: consultation@keadby3.co.uk

Subject: Feedback

Date: 17 February 2022 12:19:48

As matter of public interest what impact does the proposed changes in stack height-and possible other changes in the plant have on the overall thermal efficiency of the generation of electricity. Specifically what is the thermal efficieny of the CGGT plant as reduced by the the energy impact of the integrated cooling and water provision . What is the further reduction in thermal efficiency of generation as reduced by revised carbon dioxide absorbers/strippers and all associated plant

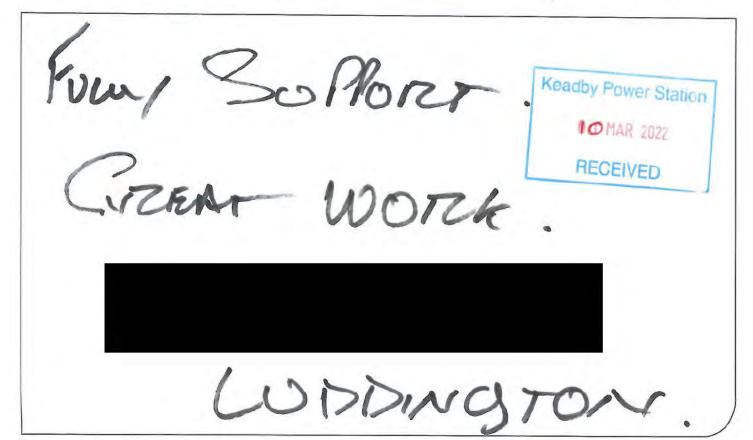
As a matter of public interest what is the planned disposal of the carbon dioxide-is this to be sold ex plant and then transported by rail/road to users or to be transported for storage underground. If stored what is the further energy use to storage and what further reduction in overall thermal efficiency results



I am very pleased to see how you are progressing and keeping everyone informed. I were here in the 60's and to see that keedby is not only still going but at the forefront of new ways of providing energy is of huge value to me and makes me provid. My only concern is wherethe soil is going to be imported from, I think it important that it is of similar composition to what is already here. It would also be nice to think at some point there could be atom of the site. My late Jather was a maintenance sitter here and I would like to see the legacy. I like that bio diversity is of huge importance and over the so year since I get it has flourished, not declined. It was very good to meet your team in keadby today and have things explained face to face. I look somo and to kead by's future.







From:
To: Consultation
Subject: objection

Date: 08 March 2022 09:00:57

Attachments: <u>IMG 7024.HEIC</u>

Again I object to this.

There has been nothing but deception in this process including changing the title of the application from "LOW CARBON" to carbon capture to clearly deceive the efficiency of the process

Why are we relying on Gas when you stopped putting more wind turbines up? Carbon capture didn't work at Drax and this is just a way for you to scam the green levies to steal money and raise the prices for the energy supplied.

The light pollution currently emitted is a disaster for the wildlife with the birds singing at 3 am, and who knows what's in the emissions being pumped out.

But we know this will be pushed through by the "funny handshake brigade" as it's lining the pockets of the so-called elite.

So stop pretending you're going through the "consultation process" as it has already been decided upon.

If you really have good intentions then sign it all over to people of the UK to organize and share the profits.

Thanks and B Rgds

UK Cell

Skype: