KEADBY
NEXT GENERATION
POWER STATION
Hydrogen-enabled flexible power

A collaboration between SSE Thermal and Equinor

The Keadby Next Generation Power Station Project

Document Ref: 5.1.2

Planning Inspectorate Ref: EN0110001

Revision 0

The Keadby Next Generation Power Station Development Consent Order [2025]

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

Consultation Report Appendices Part 1

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(q)

Applicant: Keadby Next Generation Limited

Date: August 2025

21. Appendices

Appendix 6A: Press release, April 2021

8 Apr

SSE Thermal and Equinor join forces on plans for first-of-a-kind hydrogen and carbon capture projects in the Humber

Equinor and SSE Thermal have today unveiled plans to jointly develop two first-of-a-kind, low-carbon power stations in the UK's Humber region, comprising one of the UK's first power stations with carbon capture and storage (CCS) technology, and the world's first 100% hydrogen-fuelled power station.

The plans, underpinned by a new cooperation agreement between the two companies, would support the UK's transition to net zero and accelerate the decarbonisation of the Humber, the UK's largest and most carbon-intensive industrial cluster. The projects have the potential to create thousands of skilled jobs and revitalise a key industrial heartland.

The two decarbonised power stations, which would form a 'clean power hub' near Scunthorpe, North Lincolnshire, would be among the first in the world to utilise CCS and hydrogen technologies. Keadby 3 and Keadby Hydrogen would replace older, carbon-intensive generation on the electricity grid, providing flexible and efficient power to support intermittent renewable generation and maintain security of supply through the net zero transition.

These projects would also result in the Humber making a significant contribution to the UK's 2030 targets for CCS and hydrogen. Keadby 3 could deliver 15% of the target for 10MT of carbon captured annually by 2030, while the demand from Keadby Hydrogen could account for a third of the 5GW hydrogen production goal.

- **Keadby 3** would be a 900MW power station fuelled by natural gas and fitted with carbon capture technology to remove the CO2 from its emissions. The captured CO2 would then be transported using shared pipelines before being securely stored under the Southern North Sea. A formal consultation for Keadby 3 concluded in early 2021 and the project is currently progressing towards the submission of a development consent application in Spring 2021. Keadby 3 would have the potential to come online by 2027, in line with Government ambitions for 'Track 1' industrial cluster projects.
- **Keadby Hydrogen** power station would have a peak demand of 1,800MW of hydrogen, producing zero emissions at the point of combustion. It would be the world's first major 100% hydrogen-fired power station, securing at-scale demand for hydrogen in the region for decades to come. With appropriate policy mechanisms in place, Keadby Hydrogen could come online before the end of the decade.

The Keadby 3 and Keadby Hydrogen projects are both in the development stage and the companies will continue to engage government, regulators and stakeholders. Final investment decisions will depend on the progress of policy frameworks that are commensurate with the delivery of this critical net zero enabling infrastructure.

The projects would utilise the parallel hydrogen and CO2 pipeline infrastructure being developed by the Zero Carbon Humber (ZCH) partnership – which includes Equinor and SSE Thermal – and offshore CO2 infrastructure developed by the six-member Northern Endurance Partnership (NEP), which includes Equinor. Both ZCH and NEP won public funding from the UK's Industrial Strategy Challenge Fund in March.

Equinor's H2H Saltend project will be the first to connect into the ZCH infrastructure and will come online by the mid-2020s. Like the additional hydrogen that would be produced for the Keadby Hydrogen project, H2H Saltend will provide low-carbon hydrogen to already-identified customers.

As part of the agreement announced today, SSE Thermal and Equinor are also developing options for hydrogen blending at SSE Thermal's Keadby 2 project (already under construction), aiming to progressively decarbonise the UK's newest and most-efficient power station. The companies also have the intention to collaborate on projects elsewhere in the UK.

Today's agreement builds on the longstanding partnership between Equinor and SSE in the UK, which includes joint ownership of the Aldbrough Gas Storage facility in East Yorkshire, and the joint venture to build the Dogger Bank Offshore Wind Farm, the largest offshore wind farm in the world.

Kwasi Kwarteng, Secretary of State for Business, Energy and Industrial Strategy, said:
"The Humber region is at the heart of our commitment to tackling climate change and is already on the frontline of developing vital clean technologies which will change the way people's homes and businesses are powered while slashing emissions. This new partnership will ensure that world-first technology is being developed in Scunthorpe and across the Humber, creating green jobs and bringing new investment which will benefit local communities and businesses – revitalising this industrial heartland as the UK builds back greener."

Appendix 6B: Press release, March 2024

Back to overview

Consultation on plans for Keadby Hydrogen Power Station to begin

15 Mar 2024

SSE and Equinor will consult on plans for a new hydrogen-fired power station in North Lincolnshire which would provide vital new reliable and flexible capacity to the electricity system.

Keadby Hydrogen Power Station is a proposed 900MW plant which could be operational from 2030 – bolstering security of supply and supporting the UK's long-term decarbonisation by providing back-up low-carbon power to variable renewable generation.

The project will enter environmental scoping in April before SSE and Equinor launch a public consultation ahead of a full planning application being made in due course.

Under plans, the new power station will be designed to run on 100% hydrogen. The ambition is that this would be the case from inception, with Government already committed to deploying low-carbon infrastructure in the Humber – the UK's most carbon intensive cluster.

Access to secure supplies of low-carbon hydrogen is essential to delivering a 100% hydrogen-fired power station. Hydrogen production, storage and transport infrastructure is required for a robust hydrogen system in the Humber and across the UK. Government is expected to select the first hydrogen transport and storage projects to progress over the next twelve months and has already delivered substantial support for hydrogen production projects, with SSE developing multiple projects across the value chain.

The need for new flexible power stations to be brought onto the system at the start of the 2030s has been outlined by UK Government through its consultation on the Review of Electricity Market Arrangements. In recognition of the capacity challenge, the planning application for Keadby Hydrogen would be 'dual fuel' in nature.

This means the plant has the capability to run on natural gas for an initial period if the necessary hydrogen infrastructure is not fully in place, while utilising market-leading turbine technology to ensure maximum efficiency. The station would then transition to running on low-carbon hydrogen as soon as practicable.

SSE's Keadby site has a strategic role supporting the UK's energy system. Formerly the site of a coal-fired power station, it now hosts Keadby 2 - one of the world's most efficient gas-fired power stations - and England's largest onshore wind farm. SSE and Equinor are also developing Keadby Carbon Capture Power Station, which is one of the only power CCS projects in the UK with planning permission but is also reliant on access to CO2 transport and storage infrastructure for progression.

The development of Keadby Hydrogen Power Station is consistent with SSE's Net Zero Transition Plan which committed to the development and progression of new low-carbon flexible power including hydrogen-fuelled generation.

Martin Pibworth, Chief Commercial Officer of SSE, said:

"Delivering low-carbon flexible power is absolutely critical to the UK's net zero efforts. We must also address the looming capacity challenge. The Government's commitment to low-carbon technologies like hydrogen is clear but progress has been slower than hoped. As work continues on building policies and pipelines, we must simultaneously progress the development of new capacity that would help deliver on net zero while avoiding carbon lock-in for another generation – an approach we have seen in other European countries.

"At SSE, we know the UK's energy future will be renewables-led, which is why we are building the world's largest offshore wind farm at Dogger Bank. At the same time, the system needs flexible generation to provide back up when the wind doesn't blow. As a company we are particularly well placed to deliver on the next generation of low-carbon power stations which will support both short-term and long-term energy needs."

SSE's net zero commitment

In March 2022, SSE published its Net Zero Transition Plan aiming to achieve net zero emissions, by 2040 for scope 1 and scope 2, and by 2050 for scope 3.

SSE's long-term net zero ambitions are supported by a series of interim 2030 targets verified by the Science Based Targets Initiative (SBTi). These targets are aligned to the Paris Agreement and a 1.5°C pathway, and meet the strict SBTi criteria which requires that they cover scope 1, 2 and 3 GHG emissions.

To support the delivery of its net zero ambition, SSE's capital investment plan, its Net Zero Acceleration Programme Plus accelerates clean growth, leads the energy transition and maximises value for all stakeholders. It includes an enhanced, fully-funded £20.5bn strategic capital investment plan to 2027 with around 90% of that investment expected to be aligned with the Technical Screening Criteria of the EU Taxonomy.

To achieve both its interim 2030 targets and net zero emissions in electricity generation, SSE's investment criteria requires capital to be allocated in strategic alignment with SSE's commitments to reduce greenhouse gas emissions.

Accelerating flexible low-carbon power

The UK faces a significant capacity challenge at the end of the decade due to an increase in electricity demand coupled with the retirement of ageing fleet. New low-carbon flexible capacity will be essential in bridging the gap and to meet this challenge SSE is bringing forward hydrogen-ready projects in parallel with the development of required policy, regulation and infrastructure. This will help to support security of supply and will accelerate the delivery of low-carbon flexible power.

In line with its net zero commitment and to minimise the risk of locking-in unabated emissions, SSE has set criteria against which it will evaluate whether to enter potential hydrogen-ready projects into planning.

Our development criteria for projects:

- In close proximity to and therefore capable of connecting to, a planned national or regional hydrogen network
- Located within an established CCS industrial cluster
- Can access a grid connection by the early 2030s
- Delivers against SSE's Net Zero Transition Plan

SSE will assess whether a project has a clear pathway to full decarbonisation by 2035, within a supportive regulatory framework, before taking any Final Investment Decision.

Appendix 6C: Example email to and list of stakeholders contacted at early engagement stage

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Report Suspicious

From: Clark, Emma Victoria
Sent: 18 March 2024 14:28
To: [redacted]
Subject: Keadby Hydrogen Announcement

Dear Andrew Percy MP,

I hope this email finds you well. I am writing to inform you about the next steps for the Keadby Hydrogen Power Station project. Following the recent announcement by the Energy Secretary to shore up the UK's energy supply as the nation transitions to net zero, SSE Thermal would like to announce that the environmental scoping for the Keadby Hydrogen Power Station will commence in April. This marks a crucial step forward in our commitment to the continued investment in the Keadby site, and sustainable clean energy initiatives.

Please find the press release here: Consultation on plans for Keadby Hydrogen Power Station to begin | SSE Thermal

We understand the importance of transparency and stakeholder engagement throughout this process. As valued stakeholders, your input and feedback are integral to the success of the project. I am keen to engage in an open dialogue around the project. I will be attending upcoming Parish Council and CLG Meetings, if you have any questions, I am happy to organise a meeting with members of the project team who will be able to answer any technical questions you may have.

Following scoping we will initiate a full round of public consultation and engagement with the wider community to answer any questions which may arise and to ensure we are inviting feedback on the project.

I am committed to continuing to work closely with the Keadby community during this and all future phases of the project.

Thank you for your continued support and collaboration.

Best regards,
Emma Clark

Emma Clark || Community Liaison Officer
Keadby Power Station
SSE Thermal

ssethermal.com

The below table details the stakeholders the above example email was shared with at the early engagement stage (18 March 2025)

Stakeholders emailed at Early Engagement stage	Stakeholder type
Community Liaison Group	Local parish council
Eastoft Partish Council	Local parish council
Gunness Parish Council	Local parish council
Crowle Parish Council	Local parish council
Amcotts Parish Council	Local parish council
Keadby with Althorpe Parish Council	Local parish council
Julie Reed MP	Local MP
Andrew Percy MP	Local MP
Frederick Gough School	Local educational establishments
Althorpe and Keadby Primary School	Local educational establishments
St Hughes Special Educational Needs (SEN) School	Local educational establishments

Appendix 7A: Programme Document (Fourth Version)

KEADBY
NEXT GENERATION
POWER STATION
Hydrogen-enabled flexible power

Keadby Next Generation Power Station

Programme Document

Date: 14 August 2025

Applicant: Keadby Next Generation Limited

The Planning Act 2008

Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus

PINS Ref: EN0110001

ARUP
AECOM
DWD

Document Verification

Version	Date	Author	Approver	Changes
0	10/7/24	Kirsty Cobb, Arup	Sarah Lovell, SSE	Report submitted to PINS
1	23/10/24	Stephen Rose, DWD	Kirsty Cobb, Arup Siobhan Kohli-Lynch, SSE	Update
2	25/11/24	Stephen Rose, DWD	Siobhan Kohli-Lynch, SSE	Update
3	02/06/25	Stephen Rose, DWD	Siobhan Kohli-Lynch, SSE	Update
4	15/08/25	DWD	Siobhan Kohli-Lynch, SSE	Update – final update before DCO application submission

Glossary

Term/ Abbreviation	Description
Applicant	Keadby Next Generation Limited
Application	The Applicant's DCO application for the Proposed Development
CCGT	Combined Cycle Gas Turbine
CO_2	Carbon dioxide
DCO	Development Consent Order
DESNZ	Department for Energy Security and Net Zero
EIA	Environmental Impact Assessment
MW	Megawatt, equivalent to 1 million watts of power
NLC	North Lincolnshire Council
NSIP	Nationally Significant Infrastructure Project
PA 2008	The Planning Act 2008
PEI Report	Preliminary Environmental Information Report
PINS	The Planning Inspectorate
Proposed Development	The Keadby Next Generation Power Station Project
Site	The Proposed Development Site
SoCC	Statement of Community Consultation
SoS	Secretary of State

Contents

1. Introduction

Background

1.1 This Programme Document has been prepared on behalf of Keadby Next Generation Limited (the 'Applicant') pursuant to the Ministry for Housing, Communities and Local Government's 'Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects' guidance. It relates to a proposed application (the 'Application') for a Development Consent Order (a 'DCO'), that is expected to be submitted to the Secretary of State (the 'SoS') for Energy Security and Net Zero ('DESNZ'), under Section 37 of the 'Planning Act 2008' (the 'PA 2008') in August 2025.

1.2 The Application will seek a DCO in respect of the Keadby Next Generation Power Station Project (the 'Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe, Lincolnshire, within the administrative area of North Lincolnshire Council ('NLC') in England.

The Applicant and the Proposed Development

1.3 The Applicant is Keadby Next Generation Limited, 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. The Proposed Development is being developed with Equinor. Over the last 20 years, SSE plc has invested over £20billion to deliver industry-leading offshore wind, onshore wind, CCGT, energy from waste, biomass, energy networks and gas storage projects.

1.4 SSE owns and operates the adjacent Keadby 1 and Keadby 2 Power Stations. SSE has also obtained a DCO for Keadby 3 Carbon Capture Power Station. The DCO was granted by the SoS on 7th December 2022.

1.5 The Proposed Development comprises the construction, operation and maintenance of a CCGT generating station with a capacity of up to 910MW electrical output to be located on land in the vicinity of the existing Keadby Power Stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire (the Proposed Development Site).

1.6 The Proposed Development is an alternative to the consented Keadby 3 CCS Power Station and would be located on the same Site. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 and hydrogen-fired in the form of the Proposed Development) on the Site, SSE can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

1.7 The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen and able to run on 100% natural gas or a blend of hydrogen and natural gas from the start of operation. However, it is currently anticipated that the hydrogen supply chain required for this may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas until such time as a commercially viable hydrogen supply chain option becomes available to the Site.

The Purpose and Structure of the Programme Document

1.8 In May 2024, the Government published its 'Nationally Significant Infrastructure Project: 2024 Pre-application Prospectus', which introduced a new pre-application service for Nationally Significant Infrastructure Projects ('NSIPs') such as the Proposed Development. The new pre-application service is supported by updated guidance published on the Government's 2024 National Infrastructure Planning Guidance Portal.

1.9 The Pre-application Prospectus introduces three pre-application tier options reflecting different levels of service that applicants may receive from the Planning Inspectorate ('PINS') ahead of submitting an application for a NSIP. These are:

- basic;
- standard; and
- enhanced

1.10 The Applicant confirmed in its completed Expression of Interest Form, submitted to PINS on 10th July 2024 (along with this Programme Document), that it wishes to select the 'Standard' pre-application service tier. PINS confirmed on 22 August 2024 that the project will receive Standard tier support from 1 October 2024.

1.11 The Government has produced guidance 'Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects' (30th April 2024), which explains the purpose of preparing a Programme Document and also sets out what it should cover.

1.12 The guidance states (Paragraph 009 Reference ID 02-009-20240430) that the pre-application process for NSIPs is applicant-led and to deliver a good pre-application process, including effective engagement and a well-prepared application, applicants should draft a Programme Document at the outset of the pre-application stage for submission to PINS.

1.13 The guidance goes onto state that the Programme Document will enable all those engaged in the pre-application process, particularly statutory consultees, to understand the timescales and ensure their contribution is programmed into the pre-application stage at the most effective point. It will also assist the applicant in managing the preparation and subsequent submission of the application documents for consideration by PINS at the acceptance stage.

1.14 It is expected that the applicant will host and maintain the agreed Programme Document on its website and update it as necessary during the pre-application stage to publicise completion of significant stages and demonstrate progress in preparation of the application.

1.15 While the Programme Document is not a statutory requirement or for consultation, the guidance states that it should include (Paragraph 010 Reference ID 02-010-20240430):

- the date the applicant intends to submit their application;
- a comprehensive timetable of the applicant's pre-application process, the main events with dates and milestones demonstrating how the pre-application process will be completed (using the maximum target of 2 years as a benchmark);
- the applicant's view on the main issues for resolution and activities they will undertake to address those;
- the applicant's proposals for engaging with statutory consultees and local authorities during the pre-application period and any intended financial support agreements, such as Planning Performance Agreements (PPAs);
- the applicant's identification of risks to achievement of the pre-application stage and the process by which these risks are tracked and managed; and
- cross references to the Statement of Community Consultation ('SoCC') required by section 47 of the PA 2008.

1.16 This Programme Document is, therefore, structured as follows:

- **Section 2.0** – Sets out the timetable for the Applicant's pre-application process, including key dates/milestones and the anticipated submission date for the application.
- **Section 3.0** – Sets out the main issues for resolution during the pre-application stage, including the activities that are being undertaken to address those issues and also identifies potential risks to the achievement of the pre-application stage.
- **Section 4.0** – Sets out the Applicant's proposals for pre-application consultation, including engagement with statutory consultees and local authorities during the pre-application stage, with cross-references to the SoCC and also the position with regard to any PPA.

1.17 This Programme Document has been published on the Applicant's project website https://www.keadbynextgen.com/ and can be accessed by clicking on 'The Project' tab.

2. Pre-Application Process Timetable

2.1 Table 2.1 sets out the timetable for the Applicant's pre-application process, including key dates/ milestones and the anticipated submission date for the Application. The timetable may be subject to change and this Programme Document will be updated throughout the DCO process as timescales are refined moving forward.

Table 2.1 Pre-Application Process Timetable

Activity/ Event	Date/ Milestone
Project website launch	Completed – www.keadbynextgen.com
Engagement with key statutory consultees	Commenced March 2024 - ongoing
EIA Scoping Report issued to PINS	Completed April 2024
EIA Scoping Opinion received from PINS	Completed June 2024
Consultation with host local authorities on draft Statement of Community Consultation ('SoCC')	Completed October 2024
Preliminary Environmental Information ('PEI') Report and SoCC published on project website	Completed 8 January 2025
Statutory consultation period, including in-person events	Completed 9 January – 20 February 2025
Preparation of application documents	Completed February – July 2025
First Targeted consultation period	Completed 17 April – 29 May 2025
Second targeted consultation period	Completed 9 May 2025 – 20 June 2025
Share drafts of key application documents for PINS review	Completed 6 June 2025
Early Adequacy of Consultation Milestone provided to PINS	Completed 15 July 2025
Section 51 advice received from PINS on pre-application documents	Completed 16 July 2025
Early Adequacy of Consultation Milestone Section 51 advice received from PINS	Completed 21 July 2025
Intended Application submission date	29 August 2025

3. Stakeholder Engagement

Stakeholder Engagement Aims

3.1 This section sets out the Applicant's proposals for pre-application consultation, including engagement with statutory consultees and local authorities during the pre-application stage and includes cross-references to the SoCC, where appropriate.

3.2 The following overall objectives are proposed:

- To create positive, informative and open channels of communication between residents, local political representatives and the media and generate local support for the Project.
- To provide a robust, accessible and meaningful consultation around the future plans for the site, giving local stakeholders the opportunity to have their views heard and taken into account where possible.
- Demonstrate how the proposals have taken account of consultation and how the consultation was conducted fairly, safely and considerately.
- To protect and grow SSE's reputation in the area and uphold a commitment to being a responsible developer, constructor, owner and operator of energy infrastructure.
- To build and maintain positive relationships with all neighbours and key stakeholders.

Consultees

3.3 There are a number of key stakeholders that the Applicant has been engaging with in relation to developments at the Site and will continue to engage with during the conception and development of the Proposed Development, throughout its construction and operation. SSE will maintain open and proactive communications during the consenting and development process and seek to build strong relationships with key stakeholders. The Keadby Power Station site has a Community Liaison Officer who is already embedded within the community working with both external and internal stakeholders.

3.4 A consultation zone-based approach has been used to identify consultees, comprising an 'inner zone' and an 'outer zone'. The consultation methods used are then tailored to each zone.

3.5 The inner zone extends to around 2.5km around the boundary of the Proposed Development, broadly corresponding to the areas within which the proposed development could be visually prominent, or receive a perceptible increase in noise or traffic. The outer zone extends to around 10km around the boundary of the Proposed Development and broadly corresponds to the majority of the zone of theoretical visibility estimated for the project 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.

3.6 As Figure 1 shows, the inner zone therefore encloses Gunness, Althorpe, Burringham, Ealand and Amcotts. It has been extended manually to cover the entire Axholme North ward in view of the limited visual separation between this area and the Proposed Development. The outer zone encloses all of Scunthorpe, Epworth, Belton, and Burton upon Stather.

3.7 A desk-based land referencing exercise (using Land Registry data) was undertaken prior to the start of the statutory consultation in order to obtain a reasonable level of information on affected landowners within the Site, or potential 'category 3' claimants (i.e. nearby landowners that may experience substantial noise or other disruption) using initial noise contour modelling and transport modelling if available. This has allowed a suitable environmental assessment scope and appropriate engagement with land interests.

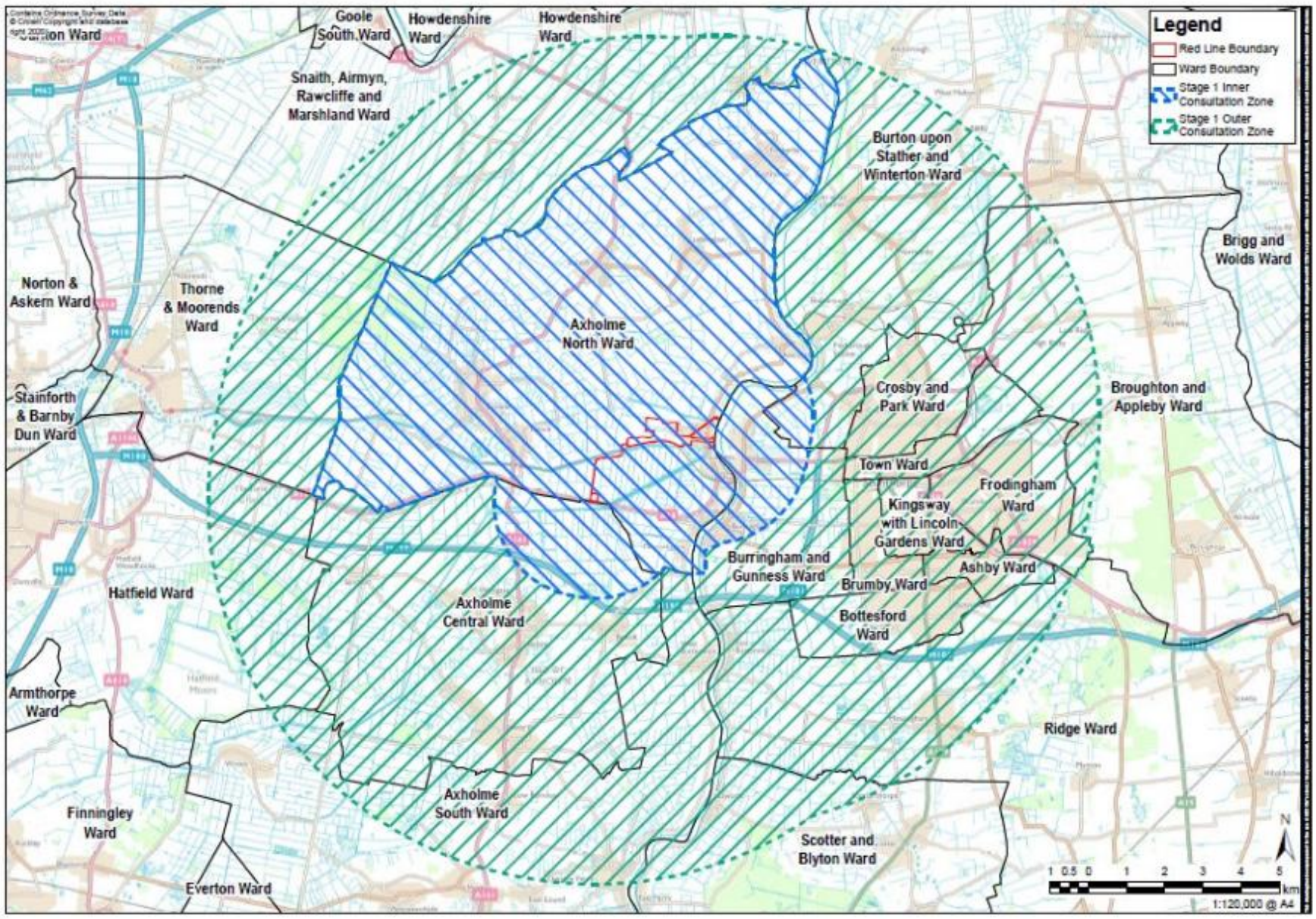


Figure 1 - Consultation Zones

3.8 The below details some specific key stakeholders and stakeholder groups the Applicant is engaging with.

3.9 **MP**: SSE engaged in the early stages of the Proposed Development with the then MP for the area, Andrew Percy MP, Member of Parliament for Brigg & Goole and the Isle of Axholme. Following the 4 July 2024 General Election and associated 2024 electoral boundary changes, the MP for the Keadby site is now Lee Pitcher MP, Member of Parliament for Doncaster East and the Isle of Axholme. Under the new boundaries, the consultation zone also encompasses the constituency of Scunthorpe (east of the River Trent), represented by Nicholas Dakin MP. The Applicant engaged with both of the newly elected representatives as early as possible about the Proposed Development t. Mr Pitcher MP attended one of the consultation events and his office is being kept up to date on major project milestones.

3.10 **Councillors**: The ward and parish councillors who are important to engage with for the duration of the project are:

- Councillors for Axholme North Ward: Councillor John Briggs and Councillor Julie Reed.
- Parish Councillors for Keadby with Althorpe Parish Council, Crowle and Eland Town Council, Luddington and Haldenby Parish Council, Amcotts Parish Council, Eastoft Parish Council, Burringham Parish Council, Gunness Parish Council, Garthorpe Parish Council, and Fockerby Parish Council.

3.11 During early engagement, councillors were informally briefed about plans for the Site, about the Applicant's journey to net zero, and the decarbonisation of the Keadby Power Station site. Following this, Councillors have been engaged with formally as part of the statutory consultation process. Parish councillors attended consultation events and are kept up to date of any developments through comms with and attendance at Parish Council meetings. Keadby Parish Council was also invited to tour the site.

3.12 **Statutory Environmental Stakeholders:** A number of consultees prescribed by the DCO process were engaged at the early engagement stage. These included:

- Natural England
- Environment Agency
- Canal and Rivers Trust
- North Lincolnshire Council
- Isle of Axholme and North Nottinghamshire Water Level Management Board (ANNWLMB)

3.13 **Education and School Engagement**: As part of its commitment to inspiring future generations, the Applicant was already engaging with local schools and colleges via the Keadby Power Station site CLO. This work is ongoing and part of a wider engagement programme by the Applicant to work with local educational establishments to ensure that young people are given information on the uses of hydrogen, its role in a net zero economy, future career opportunities on-site and within a hydrogen economy. Activities have to date included:

- working with the local primary school Keadby and Althorpe Primary, to educate young people about what happens at the Keadby Power Station site, energy production and careers;
- sponsoring a tutor group at Engineering University Technical College North Lincolnshire and working closely with their students;
- working with local secondary schools, and the local Special Educational Needs (SEN) school St Hugh's in Scunthorpe.

3.14 These groups were informed of the Proposed Development as part of this ongoing engagement

3.15 **Community Liaison Group (CLG):** This was an existing group that had been set-up to enable the Applicant to engage with matters relating to the Keadby Power Station site. The group meets quarterly and is attended the site's CLO, who provided updates on the Proposed Development during the early engagement stage.

3.16 **Community Groups**: the Applicant liaised with the parish/town councils to identify any active community groups in the local area that it would be beneficial to engage with during consultation of the Project.

3.17 At around the same time as early engagement was taking place, the Applicant also received EIA Scoping responses from a number of environmental bodies as documented in the ES Volume I Chapters 8 – 20 (Application Document Ref. 6.2).

3.18 The Consultation Report includes further details of this stakeholder engagement (see section 6.3).

Consultation Stages

3.19 A non-statutory consultation was considered but deemed to present the risk of consultation fatigue in the local area due to the recent Keadby 3 consultation and ongoing engagement between SSE and the local community around the Keadby Power Station site.

3.20 SSE publicly announced the Proposed Development via a press release on 14 March 2024 and provided early information on the proposals. The Proposed Development was not entirely new to the local community as plans for a hydrogen powered station on the Keadby Power Station site have been discussed previously around the site narrative and potential future plans for the site.

3.21 Targeted early engagement with technical and key stakeholders was carried out to introduce the Proposed Development and develop key stakeholder understanding following the press release. This has included introductory letters to technical prescribed consultees with whom engagement is required on specific design aspects of the Proposed Development, namely the Environment Agency, Natural England, North Lincolnshire Council and the Canal and River Trust.

3.22 These introductory emails were shared between 22 April and 2 May 2024. The emails offered stakeholders a briefing with the Applicant, they also began the process of setting up discretionary advice service (DAS) agreements as required. An initial meeting with the Environment Agency took place on 23 May 2024, a meeting focussed on flood risk assessment took place with the Environment Agency on 18 November 2024 and a meeting with Natural England was held on 7 October 2024.

3.23 As part of ongoing engagement for the Keadby Power Station site with local communities, a number of local stakeholders were updated on the Proposed Development by the Applicant's Community Liaison Officer.

3.24 On 17 and 18 March 2024 email updates on SSE's plan for the Proposed Development were sent to local parish councils, Andrew Percy MP (MP at the time), as well as the existing Keadby Community Liaison Group. This update included a link to the press release from SSE about the Proposed Development and noted that the Applicant would be starting EIA scoping in April.

3.25 Further to this Keadby's Community Liaison Officer attended local quarterly Community Liaison Group meetings, as well as monthly parish council meetings. Following initial contact about the Proposed Development, a brief update was delivered to Keadby with Althorpe Parish Council on 8 May 2024.

3.26 Further introductory emails will also be shared with local political stakeholders including the local MPs, ward councillors of the ward where the Site is located, and the local parish council. A Statement of Community Consultation (SoCC) has been developed and was approved by North Lincolnshire Council in October 2024.

3.27 **Statutory consultation** took place between 9th January and 12th February 2025 for six weeks (the statutory minimum is four) during which local stakeholders were asked to provide their comments and feedback. The consultation included:

- Details of SSE's proposals (taking account of early engagement feedback) including how the final Site will look and operate.
- The Preliminary Environmental Information (PEI) Report.
- SSE's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.

3.28 **The first targeted consultation** took place between 17 April and 29 May 2025. This follows further design work and technical assessments that have led to some minor changes to the boundary of the order limits:

- To allow for utility connections to the proposed A18 gatehouse.
- To accommodate the proposed replacement bridge which is marginally wider than the existing.
- To allow for an alternative electrical connection route into the eastern side of the 400kV Substation.
- To enable land access to an existing anchor point for vessels using the Waterborne Transport Offloading Area (Railway Wharf).

3.29 The second targeted consultation took place between 9 May and 20 June 2025. This followed ongoing engineering review and further technical assessment while the first targeted consultation was taking place and comprised a number of localised changes to the boundary of the order limits, namely;

- addition of and further optimisation of an area of land north of and parallel to the A18 to allow for connections to local utilities;
- addition of an area to the south of the proposed Natural Gas AGI to allow for optimised connection to the National Gas pipeline; and
- extension of the proposed Site boundary further into the Stainforth and Keadby Canal to allow for construction and deconstruction of a temporary cofferdam.

3.30 Given the modest size of the areas involved, and the fact that no increase in height is required, the Applicant's view is that a wider reconsultation was not required. Instead, the consultations were targeted at those affected by the change. During both the first and second targted consultations parties were given six weeks to respond. For both consultations information was provided via letter (sent by registered post) and email. A newsletter setting out the changes was also circulated during this time. Figure 2a and 2b below illustrate the changes to the proposed Order Limits which were the subject of the first and second targeted consultations. The revised proposed Order Limits are shown in red, the previously consulted order limits shown by the blue boundary. The areas of land added to the proposed Order Limits is shown in yellow.

Figure 2a – Changes to Order Limits (in yellow)

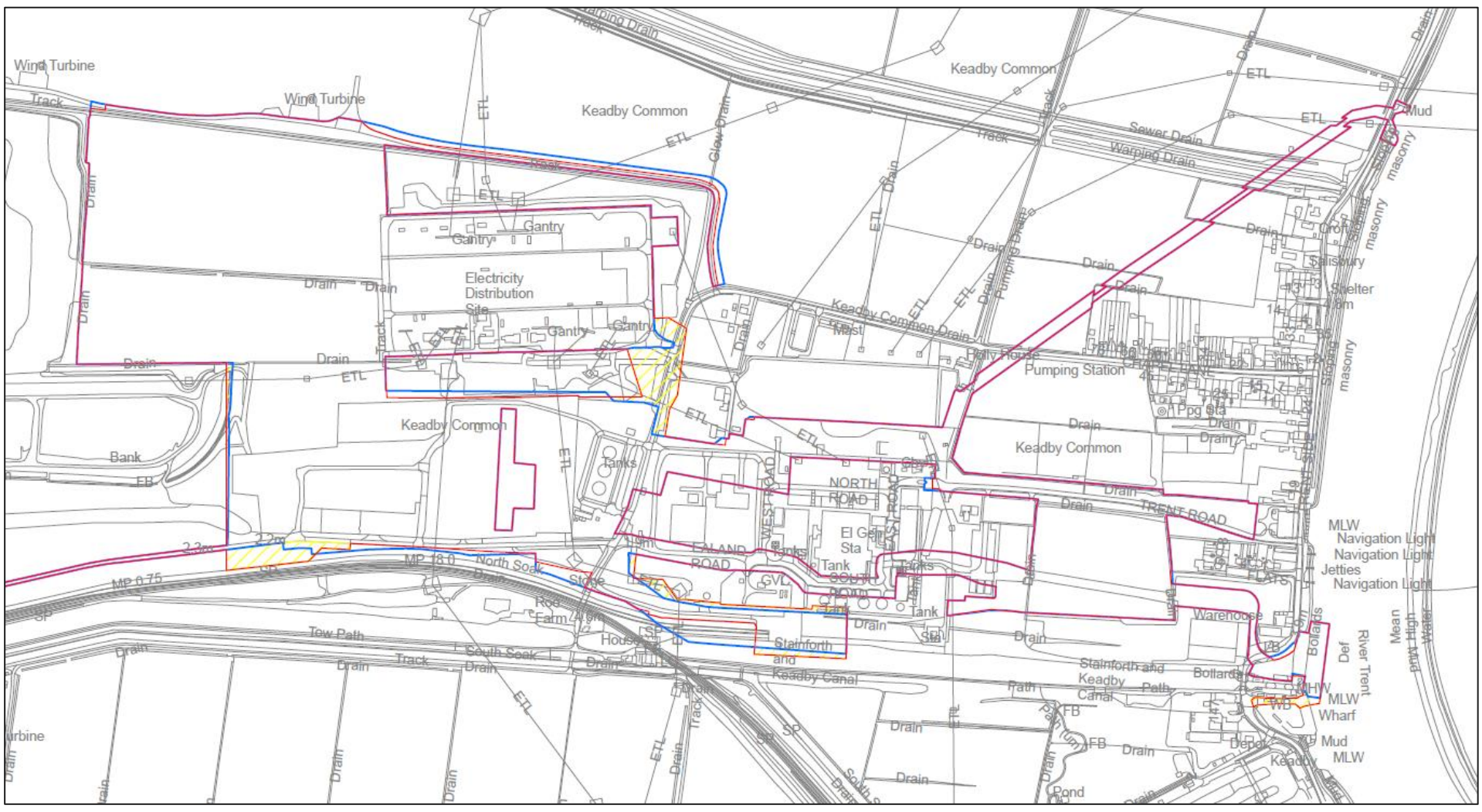
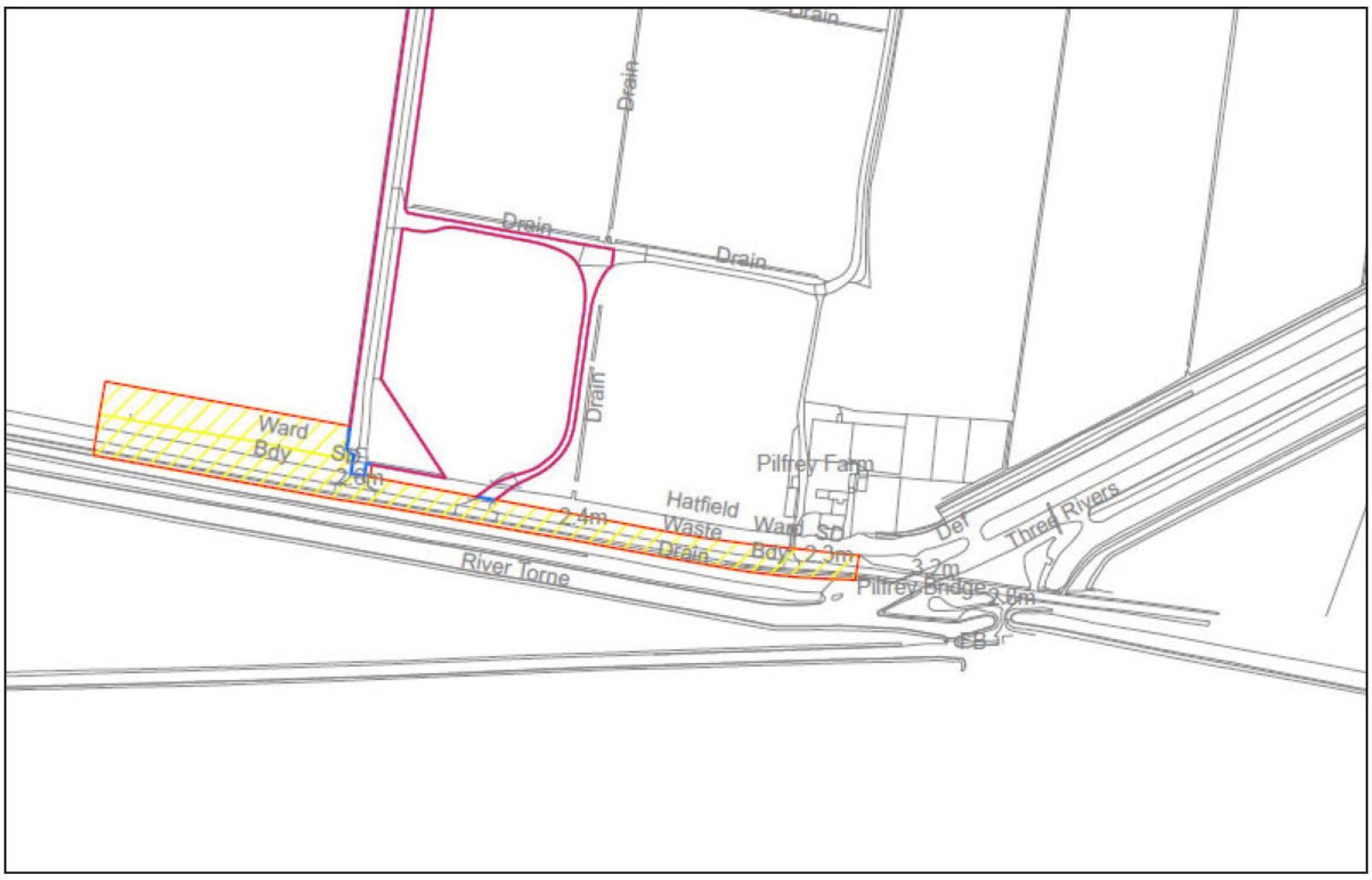


Figure 2b – Changes to Order Limits (in yellow)



Approach to Engagement and Methods of Communication

3.31 The key engagement activities and methods used are summarised in the table below:

Method/ Activity	Details	Stage
Project website	This hosts information on the Proposed Development, the consultation materials and also a virtual public event. The Website is being updated regularly. The Proposed Development Website can be accessed at: www.keadbynextgen.com	Early engagement Updated for Statutory consultation
Engagement with local political representatives	Parish Councils and other key stakeholders through e-mail, phones calls and attendance/presentations at virtual meetings	Early Engagement, Statutory consultation
Social media	Keadby community have an active Facebook page. This method of communication is increasingly popular for allowing local people to access news about their communities. During the informal consultation stage, SSE used local Facebook pages to raise awareness of the Project and provide information on the ways in which people can access information and engage. Consultation dates were posted to the Facebook page to disseminate information to the local community.	Early Engagement, Statutory consultation
A virtual public consultation room	Stakeholders have been encouraged to access this space and information will be provided via videos, banners, maps and drawings. An online comments/feedback form was also provided for people to provide initial comments and ask questions.	Statutory consultation
Schools and colleges engagement	This engagement informs young people about plans for the site, how hydrogen is used and how a hydrogen powered power station would work.	Statutory consultation
A newsletter (including comments/feedback form)	A newsletter delivered by post to local residents and businesses within a defined radius of the Site. This was	Statutory consultation

	used to publicise the initial consultation and provide information on the Proposed Development.	
A newspaper advert	A newspaper advert was published in the Scunthorpe Telegraph to publicise the statutory consultation.	Statutory consultation
Freepost address	This was provided for people to return comments/feedback forms and to submit comments by post.	Statutory consultation
Email address	This was provided for people to submit comments, ask questions or request information	Statutory consultation
Freephone telephone number	This wasprovided for people to leave comments, ask questions or request information.	Statutory consultation
Engagement events	Events were carried out in the local area to facilitate face-to-face engagement between the local community and the Applicant's project team. These provided a space to ask questions of the Applicant's project team and provide feedback on the Proposed Development. The timing and location of these events will be agreed with the local authority via the SoCC.	Statutory consultation

3.32 Further details on the statutory consultation methods are set out in a Statement of Community Consultation ('SoCC'), in accordance with s47(1) PA 2008. The relevant local authority, North Lincolnshire Council, was formally consulted on the SoCC before publication.

3.33 The technical consultation aspects of statutory consultation (for example, with statutory environmental bodies, relevant statutory undertakers, and landowners) were carried out in accordance with s42-44 PA 2008 and associated regulations. All consultation activities are reported on in the Consultation Report that will accompany the application, as required under s37 PA 2008. The report will also demonstrate the regard had to consultation feedback in accordance with s49 PA 2008.

Post-Submission Engagement

3.34 Following the consultation, stakeholders will be updated at key milestones during the application process. A separate Stakeholder Engagement Plan will be developed as the Proposed Development moves into the construction phase.

4. Main Issues and Risks

Main Issues Identified by the Applicant

4.1 This section sets out the main issues for resolution during the pre-application stage, including the activities that will be undertaken to address those issues and also identifies potential risks to the achievement of the pre-application stage.

4.2 The main issues that have been identified at this point in the pre-application process are set out in **Table .1** below.

Table 4.1 Main Issues Identified by the Applicant

Issues	Mitigation Activities
Air emissions	• Dispersion modelling to assess impacts and determine stack heights • Adherence to emission limits • Engagement with the Environment Agency to agree any required mitigation measures and approach to Environmental Permitting • PEI Report and ES to consider dust from demolition and construction works and emissions from plant equipment and effects on dust soiling, human health and biodiversity • Specific consideration in PEI Report and ES of decommissioning effects on human and ecological receptors and potential difference to construction effects
Noise emissions	• Noise modelling to assess impacts including operation of the Proposed Development at the same time as Keadby 1 and 2. • Engagement with the local planning authority to agree acceptable noise limits and with the Environment Agency to agree approach to Environmental Permitting
Flood risk in the event of a breach of River Trent defences	• Land raising to protect the Proposed Development • Flood modelling to assess impacts outside the Site • Engagement with the Environment Agency to agree height of land raising, model outputs and any required mitigation measures
Ecological impacts and delivery of Biodiversity Net Gain	• Ecological surveys to inform impact assessment • Use of Defra BNG metric • Engagement with Natural England to agree Habitats Regulations Assessment conclusions and any required mitigation measures
Surface water availability for abstraction/ cooling	• Canal abstraction has already been assessed and approved for Keadby 3 Power Station • Remove option to abstract from River Trent
Hydrogen readiness tests	• Developing Aldbrough Hydrogen Storage project with Equinor; • Engaging with hydrogen pipeline developers; • Involvement in hydrogen production project on the East Coast; • Engaging with hydrogen CCGT technology providers.
Climate change and GHG assessment scenarios	• Define potential scenarios for fuelling the Proposed Development (i.e. timescales for use of natural gas/ blending/ switchover to 100% hydrogen) to be applied to GHG assessment • Explain rationale/ justification for initial period of natural gas firing in ES policy support to ensure security of supply and give more certainty to hydrogen production industry to progress • ES Climate Change chapter to assess emissions profiles and overall carbon impacts of natural gas vs hydrogen fuel (or blending).
R (Finch) vs Surrey County Council case law implications for scope of EIA	• Review potential upstream and downstream effects, whether there is an 'inevitable' causal link, and the extent to which these can be meaningfully assessed in the EIA

Traffic and transport, including potential navigation impacts and obstruction impacts	• ES Traffic and Transport chapter to include specific consideration of decommissioning effects
	• ES Traffic and Transport chapter to include potential:
	  ○ Navigation impacts of any waterborne transport (AILs etc);
	  ○ Obstruction impacts on Keadby Lock from use of Railway Wharf;
	  ○ Any required mitigation and how this will be secured.

Issues	Mitigation Activities
Biodiversity and Nature Conservation/ proximity to internationally designated Habitat sites	• ES Biodiversity and Nature Conservation chapter to identify and describe any INNS present in the baseline and include an assessment if there is the potential for significant effects to occur. • ES Biodiversity and Nature Conservation and Air Quality chapters to consider air quality impacts on statutory designated nature conservation sites up to 15km from the Site. • ES Biodiversity and Nature Conservation chapter to include consideration of potential water quality impacts affecting ecological receptors, with cross reference to the Water Environment and Flood Risk chapter. • ES Biodiversity and Nature Conservation chapter to determine whether further sediment sampling is required, and if so, agree a sediment sampling plan with relevant consultation bodies. • ES to include details of any proposed piling works (including piling method, pile size, number of piles and expecting duration/ timing), and assess piling impacts in the Biodiversity and Nature Conservation chapter.
Water Environment	• ES Water Environment and Flood Risk chapter to consider: ○ Potential for construction and operational works to change sediment quality and mobilise sediments, including in relation to construction vessel movements; and ○ Potential for significant effects on sensitive receptors. • ES Water Environment and Flood Risk chapter to include consideration of water quality impacts on the Humber Estuary SPA including the potential for impacts on the SPA arising from the River Trent acting as a hydrological pathway • ES Water Environment and Flood Risk chapter to include: ○ information on effluent streams and discharges related to construction and operation of the Proposed Development ○ any new or amended permits required for effluent discharges; ○ evidence of consultation with relevant consultees in relation to the scope and methodology of water quality assessment.

Risks to Achievement of Pre-App Stage Identified by the Applicant

4.3 Table 3.2 below sets out the risks currently identified by the Applicant's to achievement of the pre-app stage and the process for tracking and managing these risks.

Table 4.2 Main Risks Identified by the Applicant

Risks	Management of Risk
Delays due to resource constraints within statutory consultee organisations and local authorities	Setting up paid pre-application advice agreements, including cost recovery, where available with key statutory consultees (e.g. Environment Agency, Natural England). The Applicant is also exploring a Planning Performance Agreement with the host local authority, North Lincolnshire Council, to address possible resource constraints.
Adequacy of environmental surveys	Use of existing site data and approaches previously agreed on Keadby 3, engagement with Natural England on survey methodologies
Adequacy of pre-application consultation	A range of consultation methods have been employed to provide opportunities for people to learn more about the Proposed Development and provide comments. The Applicant has prepared a Statement of Community Consultation ('SoCC'), which sets out the proposals for the statutory consultation and has consulted the host local authority on the document and had regard to their comments and feedback in finalising the SoCC. In accordance with the 'Adequacy of Consultation Milestone', which has been introduced by the pre-application prospectus, the Applicant made a written submission to PINS in June 2025, confirming the approaches set out in the SoCC, and summarising the consultation responses and the way in which they have informed the application. This should minimise risk at the acceptance stage.
Potential objections from key stakeholders or statutory consultees/ inability to resolve issues identified during pre-application prior to acceptance	An Issues Tracker has been developed to highlight key issues raised during the pre-application stage (e.g. around environmental effects, Habitats Regulations Assessments etc) and the relevant stakeholders affected. This document has been updated regularly throughout the pre-application process and is informing the application document, the Potential Main Issues for the Examination (PMIE) which will be entered into the examination as an application document.

Appendix 8A: Letter to Local Authority for draft Statement of Community Consultation (SoCC) formal consultation

From: Stephen Rose
Sent: 11 September 2024 15:40
To: [redacted]
Cc: Geoff Bullock; Nathan Cheung; [redacted]
Subject: Keadby Hydrogen Power Station - draft SoCC
Attachments: Keadby Hydrogen - Draft Statement of Community Consultation - for LPA review.docx

Dear Mr Law

Section 47(2) & (3) Planning Act 2008 - Consultation on Draft SoCC for Keadby Hydrogen Power Station

On behalf of Keadby Hydrogen Power North Limited, please find attached the draft Statement of Community Consultation (SoCC) for the Keadby Hydrogen Power Station Project. This sets out our proposed consultation approach and we request your review and comments.

We are required under the above Act to consult your authority for 28 days beginning with the day after you receive the draft document. Therefore we would be grateful for comments by **5pm on Thursday 10 October 2024**.

If you would like to discuss anything about the project or the consultation strategy please do not hesitate to contact us.

Yours sincerely

Stephen Rose
BA(Hons) MRTPI
Senior Associate
[redacted]
dwd-ltd.co.uk

Chartered Surveyors & Town Planners
69 Carter Lane, London, EC4V 5EQ

DWD

Appendix 8B: Chaser letter to Local Authority on the draft Statement of Community Consultation (SoCC)

From: Stephen Rose
Sent: 30 September 2024 11:47
To: [redacted]
Cc: Geoff Bullock; Nathan Cheung; [redacted]
Subject: RE: Keadby Hydrogen Power Station - draft SoCC

Dear Mr Law

Further to my email below I am just checking if you have had a chance to consider the draft Statement of Community Consultation (SoCC) and whether you will be providing any comments? As a reminder, the statutory 28-day period ends on 10 October.

I also write to let you know that the project will now be known as Keadby Next Generation. This new name better reflects the station's flexible operating model, which enables it to run on 100% hydrogen, natural gas, or blends of both. The name also aligns with the next generation of power stations across the SSE Thermal fleet.

Please let us know if you have any comments on the SoCC or have any queries about the project.

Yours sincerely

Stephen Rose
BA(Hons) MRTPI
Senior Associate
[redacted]
dwd-ltd.co.uk

Chartered Surveyors & Town Planners
69 Carter Lane, London, EC4V 5EQ

DWD

Appendix 8C: Response from Local Authority on the draft Statement of Community Consultation (SoCC)

Officer: Matthew Gillyon
Tel: [redacted]
Email: [redacted]

10/10/2024

Stephen Rose
DWD-Ltd
69 Carter Lane,
London
EC4V 5EQ

North Lincolnshire Council
www.northlincs.gov.uk
Church Square House
30-40 High Street
Scunthorpe
North Lincolnshire
DN15 6NL

Section 47(2) & (3) Planning Act 2008 – Consultation on Draft SoCC for Keadby Hydrogen Power Station

Officer: [redacted]

Thank you for your email dated 11 September 2024 giving North Lincolnshire Council (NLC) the opportunity to comment on the draft Statement of Community Consultation (SoCC) for the Keadby Hydrogen Power Station Project.

Having reviewed the draft Statement of Community Consultation and consulting with internal consultees of North Lincolnshire Council, I have the following comments to make on the document.

The first bullet point of Section 2.6 refers to the North Lincolnshire Council's Statement of Community Involvement (June 2020). This is incorrect as the adopted Statement of Community Involvement (SCI) is August 2018, see below:

[redacted]

The submitted Statement of Community Consultation for the Keadby Hydrogen Power Station Project is in broad compliance with the council's adopted SCI August 2018 notably Chapter 4 'Community Involvements - Planning Applications'.

If you require any further information, please don't hesitate to contact me

Kind Regards

[redacted]

Matthew Gillyon: Senior Planning Officer: North Lincolnshire Council

SAFE WELL PROSPEROUS CONNECTED

Appendix 8D: Published Statement of Community Consultation (SoCC)

The Keadby Next Generation Power Station Project

Planning Inspectorate Ref: EN0110001

The Keadby Next Generation Power Station Order

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

Statement of Community Consultation (SoCC)

The Planning Act 2008, Section 47

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, Regulation 12

Keadby Next Generation Limited

Date: December 2024

DOCUMENT HISTORY

Revision	1		
Author	DWD		
Signed	SR	**Date**	25.11.24
Approved By	SSE		
Signed	SKL	**Date**	04.12.24
Document Owner	DWD		

GLOSSARY

Abbreviation	Description
AGI	Above Ground Installation
DESNZ	Department for Energy Security and Net Zero (government department)
CCGT	Combined Cycle Gas Turbine
CCCP	Carbon capture and compression plant
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DESNZ	Department for Energy Security and Net Zero
EIA	Environmental Impact Assessment
MHCLG	Ministry of Housing, Communities and Local Government
MWe	Megawatts electrical
NLC	North Lincolnshire Council
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PA 2008	Planning Act 2008
PCC	Power and Carbon Capture
PEI Report	Preliminary Environmental Impact Report
PINS	Planning Inspectorate
plc	Public limited company
Q1/Q2/Q3/Q4	Quarter 1/2/3/4 (of a year)
SCI	Statement of Community Involvement
SoCC	Statement of Community Consultation
SoS	Secretary of State

CONTENTS

FIGURES

TABLES

1.0 INTRODUCTION

1.1 Keadby Next Generation Limited ('the Applicant') is a 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. The Keadby Next Generation Power Station project (the Proposed Development) is being developed with Equinor. In 2022 Equinor published their Energy Transition Plan outlining measures to enable them to deliver on their net-zero ambition. As part of this plan Equinor has since increased investment in solar, offshore wind, carbon capture and storage, solar and hydrogen projects. 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, battery-storage, energy networks and gas storage projects.

1.2 Keadby Next Generation Limited, SSE plc company, owns and operates the adjacent Keadby 1 and Keadby 2 Power Stations. It also obtained a Development Consent Order ('DCO') for Keadby 3 Carbon Capture Storage (CCS) Power Station. The DCO was granted by the Secretary of State ('SoS') on 7th December 2022.

1.3 In partnership with Equinor, SSE is proposing the construction, operation and maintenance of a combined cycle gas turbine (CCGT) generating station with a capacity of up to 910MW electrical output, designed to run on 100% hydrogen and able to run on 100% natural gas or a blend of natural gas and hydrogen. The Proposed Development is to be located on land in the vicinity of the existing Keadby Power Stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire (the Site)[1]. The Site falls within the administrative area of North Lincolnshire Council.

1.4 The Proposed Development is an alternative to the Keadby 3 Carbon Capture and Storage (CCS) Power Station ('Keadby CCS Power Station'), which has already been consented under the 2008 Act, to enable the Applicant to pivot to whichever decarbonisation pathway (CCS or hydrogen) becomes technically and commercially viable at the Site first. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Site, SSE can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO_2 pipeline or a hydrogen supply.

1.5 The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen and able to run on 100% natural gas or a blend of hydrogen and natural gas from the start of operation. However, it is currently anticipated that the hydrogen supply chain required for this may not be available at the start of operation,

[1] Land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF ('the Site'). Centred on national grid reference (NGR) 481961, 412101.

in which case the Proposed Development would also need to be able to operate using 100% natural gas until such time as a commercially viable hydrogen supply chain option becomes available to the Site. The Proposed Development will be known as Keadby Next Generation Power Station.

1.6 The Proposed Development will be located entirely within the administrative boundary of North Lincolnshire Council ('NLC').

1.7 The power station will generate in excess of 50 megawatts ('MWe') and will therefore be a Nationally Significant Infrastructure Project ('NSIP'). SSE will therefore require a DCO under the Planning Act 2008.

1.8 A DCO is a type of legislation known as a Statutory Instrument which contains the powers (including planning permission) needed to develop the power station and any associated development needed to operate it. Consequently, instead of a planning application to NLC, SSE must apply to the Planning Inspectorate ('PINS'), who act on behalf of the SoS for Energy Security and Net Zero, for a DCO. PINS will carry out an examination of the application on behalf of the SoS, who will then make the final decision on the application.

1.9 The SoCC has been prepared with reference to guidance[2] published by the Ministry of Housing, Communities & Local Government (MHCLG) and the Department for Levelling Up, Housing and Communities, as well the PINS advice notes and NLC's Statement of Community Involvement.

1.10 Under the DCO application process, pre-application consultation by the Applicant is the main opportunity for the local community to be engaged with and help shape the proposals for Keadby Next Generation Power Station. It is therefore important that you let SSE know if you have any comments or information about any part of the proposals during this consultation process prior to the submission of the application for a DCO.

[2] *Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects; Guidance on the pre-application stage for Nationally Significant Infrastructure Projects*, 30 April 2024. Retrieved from: https://www.gov.uk/guidance/planning-act-2008-pre-application-stage-for-nationally-significant-infrastructure-projects

2.0 GENERAL APPROACH TO CONSULTATION

2.1 Before applying for a DCO, SSE must carry out consultation and publicity activities required by Sections 42, 46, 47 and 48 of the Planning Act 2008 ('PA 2008') and associated regulations and have regard to government guidance.

2.2 This SoCC sets out how SSE will consult with local communities, including residents living within the vicinity of the Proposed Development, the general public, community groups, local businesses, as well as others who work in or use the area, as required by Section 47(1)-(6) of the PA 2008.

2.3 In general, SSE seeks to achieve the following through its pre application consultation exercises:

- To raise awareness of the Proposed Development and provide the local community and other stakeholders with the opportunity to understand and comment on the proposals at different stages.
- To provide clear and concise information on the Proposed Development.
- To provide a range of means by which people can engage with the Proposed Development 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 DCO application.

2.4 As part of Keadby 3 CCS Power Station, a non-statutory consultation ('Stage 1 Consultation') was undertaken in June, July and August 2020. This influenced the development of proposals and informed the approach to the statutory consultation for Keadby 3 CCS Power Station (the 'Stage 2 Consultation').

2.5 Therefore, given that there is a long history of consultation and engagement with the community, culminating most recently with the consultation regarding the recently-granted proposals for Keadby 3 CCS Power Station on the same site, SSE is proposing a single round of pre-application consultation for Keadby Next Generation Power Station. This Consultation is proposed to be undertaken between October and December 2024.

Guidance and Other Matters Relevant to the Proposed Development

2.6 The following regulations, guidance, advice, and local requirements have been considered in the preparation of this SoCC.

- North Lincolnshire Council's Statement of Community Involvement (June 2020)
- Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities: Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects Guidance on the pre-application stage for Nationally Significant Infrastructure Projects (published April 2024).
- The Planning Inspectorate Advice Note Two: The role of local authorities in the development consent process (published February 2015 Version 1)
- The Planning Inspectorate Advice Note Three: EIA consultation and notification (republished August 2017, version 7 (updated May 2024)).

- The Planning Inspectorate Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others (published December 2016)
- The Planning Inspectorate Advice Note Eleven: Working with public bodies in the infrastructure planning process (republished November 2017, version 4, updated May 2024).
- The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished April 2012, version 2).

3.0 THE KEADBY NEXT GENERATION POWER STATION PROJECT

The Proposed Development

3.1 The Proposed Development comprises the construction, operation (including maintenance) and eventual decommissioning of a low carbon CCGT power station with capacity of up to 910MW (gross) electrical output to be located on land at and in the vicinity of the existing Keadby Power Stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire ('the Site').

3.2 The Proposed Development is an alternative to the Keadby 3 Carbon Capture and Storage (CCS) Power Station ('Keadby CCS Power Station'), which has already been consented under the 2008 Act, to enable the Applicant to pivot to whichever decarbonisation pathway (CCS or hydrogen) becomes technically and commercially viable at the Site first. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Site, SSE can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

3.3 The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen and able to run on 100% natural gas or a blend of hydrogen and natural gas from the start of operation. However, it is currently anticipated that the hydrogen supply chain required for this may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas until such time as a commercially viable hydrogen supply chain option becomes available to the Site.

3.4 In our consultation documents, such as the Preliminary Environmental Impact Report (PEI Report), the various components that are required to develop the Proposed Development are together known as the 'Proposed Development', and the land likely to be required to develop all of the components is known as 'the 'Site'.

Components of the Proposed Development

3.5 The Proposed Development is anticipated to comprise:

- a new-build CCGT electricity generating station fuelled by hydrogen or natural gas with a gross electricity generating capacity of up to 910MW comprising:
- a CCGT plant;
- cooling infrastructure;
- hydrogen gas reception facility (for the Applicant's infrastructure);
- natural gas reception facility (for the Applicant's infrastructure);
- natural gas and hydrogen blending equipment (for the Applicant's infrastructure);

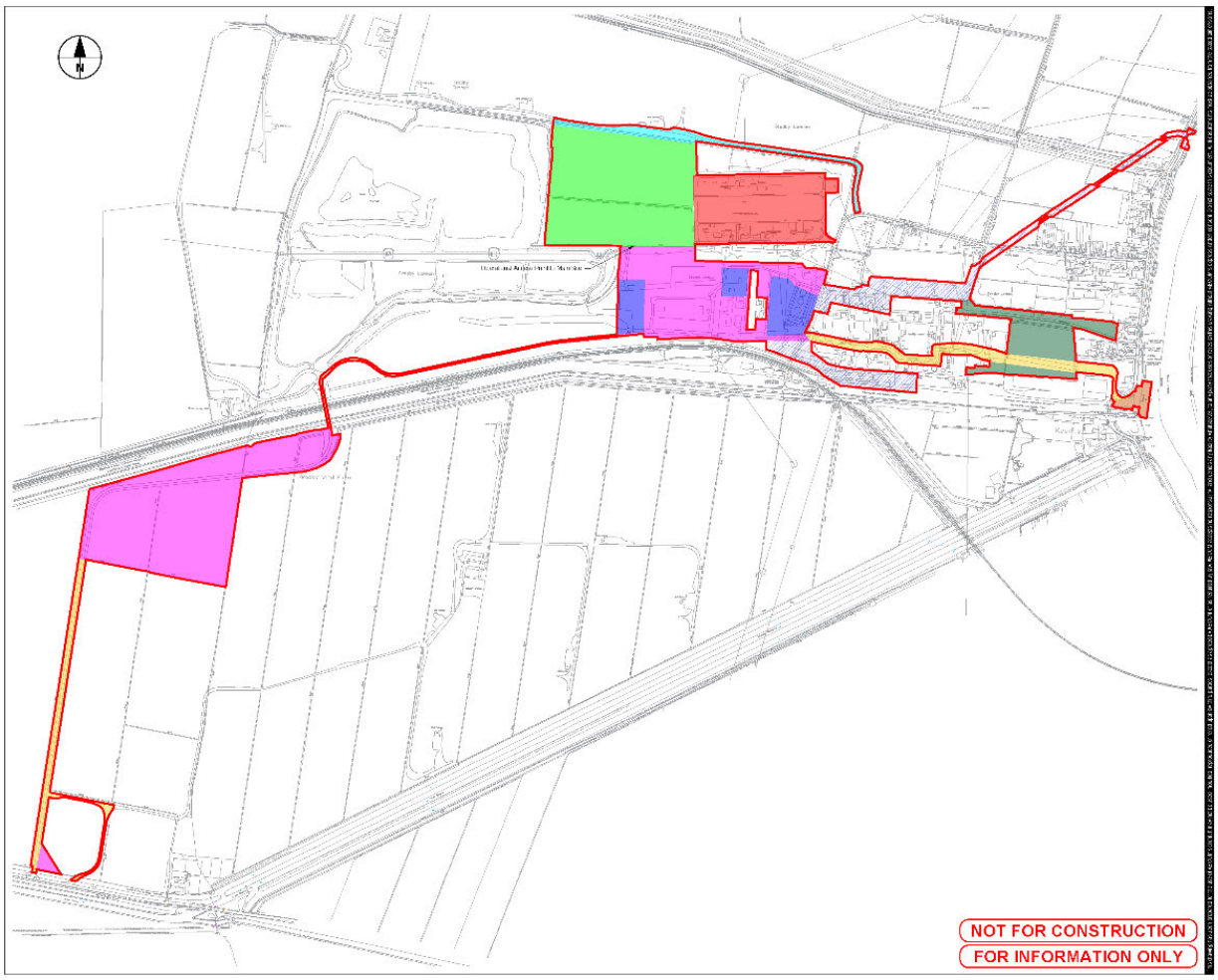
- supporting facilities including administration and control buildings, workshops, stores, raw water storage tank(s), demineralised water treatment plant including storage tanks and permanent laydown areas for operation and maintenance activities.

3.6 It is also anticipated that the proposal would include the following associated development:

- surface water drainage systems, including works to existing drainage systems;
- electrical, gas, potable water supply, foul water drainage and telecommunications infrastructure connections and works, and works to alter the position of such services and utilities connections;
- hard standings and hard landscaping;
- soft landscaping, including bunds and embankments;
- external lighting, including lighting columns;
- gatehouses and weighbridges;
- closed circuit television cameras and columns and other security measures;
- site establishment and preparation works, including site clearance, demolition works, earthworks and excavations; land raising; temporary construction access; alteration of services and utilities; and works for the protection of buildings and land;
- temporary construction laydown areas and contractor facilities, including materials and plant storage and laydown areas; generators; concrete batching facilities; vehicle and cycle parking facilities; pedestrian and cycle routes and facilities; offices and staff welfare facilities; security fencing and gates; external lighting; roadways and haul routes; wheel wash facilities; and signage;
- vehicle parking and cycle storage facilities;
- accesses, roads and pedestrian and cycle routes; and
- temporary works associated with the maintenance of the authorized development.

Areas of the Site

3.7 The site area is 70.9 ha, of which approximately 26.1 ha is for construction laydown. The locations of the above components within the Site (the ‘Site’) are shown in **Figure 1** below. These are indicative only and subject to a degree of change both prior to and following Consultation.



LEGEND

	Proposed Development Site
	Ancillary Facilities for Main Site
	Main Site
	Indicative Construction Laydown Areas
	Construction Access Routes
	Water Connections Corridor
	Waterborne Transport Off-Loading Area
	Electrical Connection Corridor
	Potential Biodiversity Mitigation and Enhancement Areas
	Emergency Access Route

Figure 1 - Areas of the Site (Indicative and Subject to Change)

Environmental Impact Assessment

3.8 SSE is preparing a number of environmental documents and undertaking assessments and impact studies that provide information on the likely significant environmental effects of the Proposed Development.

3.9 The Proposed Development is Environmental Impact Assessment ('EIA') development for the purposes of 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The findings of the EIA undertaken for the Proposed Development will be reported in an Environmental Statement ('ES') that will form part of the DCO application. The scope of the EIA will be based on the PINS 'EIA Scoping Opinion' for the Proposed Development which is available to view at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0110001

3.10 During the statutory consultation we will make available environmental information that will enable you to understand the initial findings of our assessments of likely significant environmental effects of the Proposed Development, how these have influenced design development and our approach to mitigating or avoiding significant effects. We will publish this in the PEI Report, which will be available as an electronic document on our project website, in hard copy on request (chargeable) and at our consultation events and inspection locations. A shorter 'Non-Technical Summary' document will also be available electronically, or in hard copy on request (non-chargeable).

DCO Application and Examination Process

3.11 During the pre-application period it is the Applicant who is responsible for carrying out stakeholder and community consultation. Government guidance recognises the benefits of early involvement of local communities, local authorities, statutory consultees and other stakeholders[3]:

- *"Helping the applicant identify and resolve issues at the earliest stage, which can reduce the overall risk to the project further down the line as it becomes much more difficult to make changes once an application has been submitted and accepted for examination;*
- *enabling interested parties to understand and influence proposed projects, providing feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any disbenefits;*
- *enabling applicants to obtain important information about the economic, social, community and environmental effects of a scheme from consultees, which can help rule out unsuitable options; and*
- *enabling appropriate mitigation measures to be identified at the outset; considered and, if appropriate, embedded into the proposed NSIP before an application is submitted."*

[3] Ministry of Housing, Communities and Local Government, "Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects", (April 2024): paragraph 19

The Planning Inspectorate ('PINS') is the government agency responsible for examining DCO applications on behalf of the relevant Secretary of State ('SoS'), in this case the SoS for Energy Security and Net Zero. The Applicant currently intends to submit the DCO application for Keadby Next Generation Power Station in August 2025.

3.12 If PINS determine that the application should be 'accepted' it will then appoint an 'Examining Authority', made up of one or more inspectors, and make preparations for a public examination of the application, which would likely be held in summer 2025 for a period of up to six months. Following the completion of the examination process, the Examining Authority will then recommend to the SoS whether or not the application should be approved. **Figure 2** illustrates the six key steps of the application process for DCOs.

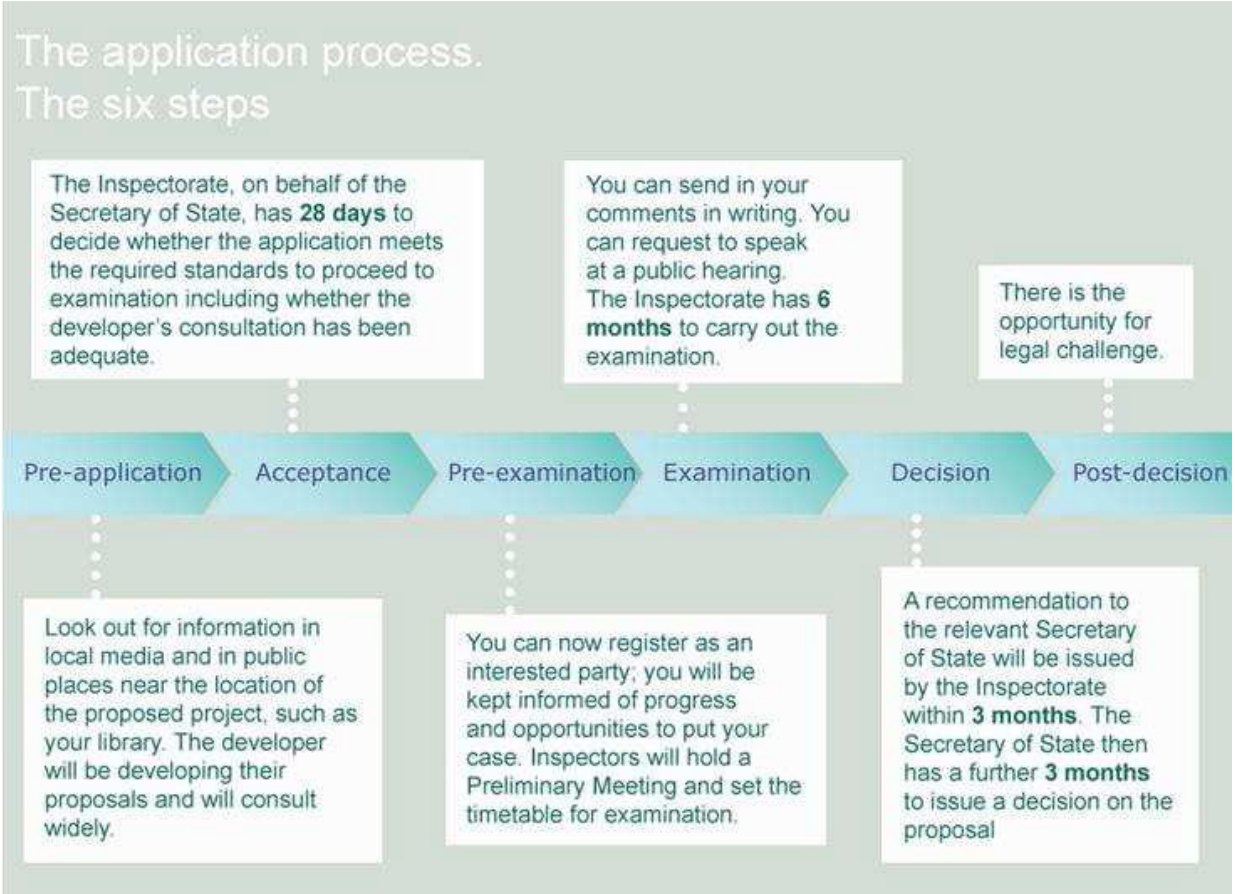


Figure 2 - Key steps in the DCO application process. © Planning Inspectorate

3.13 In deciding whether or not to approve the application, the SoS will have regard to the relevant National Policy Statements ('NPSs'), notably:

- Overarching National Policy Statement for Energy (EN-1);
- National Policy Statement for natural gas electricity generating infrastructure (EN-2).

3.14 These NPSs set out the need for development that is considered to be critical national priority infrastructure and the issues to be considered in determining such applications. These can be viewed at: https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure.

4.0 CONSULTATION OBJECTIVES

Overarching objectives

4.1 SSE has decided on the following objectives for consultation:

- To **create positive, informative and open channels of communication** between residents, local political representatives and the media and **generate local support** for the Project.
- To provide a **robust, accessible and meaningful consultation** around the future plans for the site, giving local stakeholders the opportunity to have their views heard and taken into account where possible.
- To **protect and grow SSE's reputation** in the area and uphold a commitment to being a responsible developer, constructor, owner and operator of energy infrastructure.
- To **build and maintain positive relationships** with all neighbours and key stakeholders.

Consultation stages

4.2 Government guidance expects that the Applicant makes clear in the consultation what is settled and why, what remains to be decided, and the matters on which community views are sought.

4.3 There are some aspects of the proposals that will be fixed by the Applicant, such as the use of SSE plc land for the proposed power station itself, and technology/fuel choice. Most of the development is to be situated on and adjacent to the established operational Keadby Power Station site. Furthermore, government policy requires applicants to demonstrate good and environmentally sensitive design and this may involve integrating connections, highway works, and environmental improvements into their surroundings and minimising impacts on recreational routes and marine activities.

4.4 A non-statutory consultation has been considered but deemed to present the risk of consultation fatigue in the local area due to the recent Keadby 3 CCS Power Station consultation and ongoing engagement between SSE plc and the local community around the Keadby Power Station site. Therefore only one stage of consultation will be taken forward – see section 4.9 for further details.

4.5 The Applicant publicly announced the Proposed Development in April 2021. An update on the project was published via a press release on 14 March 2024 and provided early information on the proposals.

4.6 The aims of the project announcement were:

- To introduce the Proposed Development to local political representatives, the relevant Parish Councils, wider political stakeholders and the local community.
- To provide stakeholders with information on hydrogen as a fuel.
- To make stakeholders aware of the Proposed Development and inform them that any potential impacts are being robustly and thoroughly assessed.

- To provide stakeholders with the opportunity to ask initial questions and provide comments/feedback, which we could use to inform our wider, more detailed formal consultation.

4.7 **Targeted early engagement with technical and key stakeholders** is being carried out to introduce the project and develop key stakeholder understanding following the press release. This has included:

- Introductory emails to technical prescribed consultees with whom engagement is required on specific design aspects of the Proposed Development. These introductory emails were shared from the 22 April 2024.
- Introductory emails have been shared with local political stakeholders including the local MP, ward councillors of the ward that contains the scheme, and all the local parish councils within the Isle of Axholme. These emails were also sent to the community liaison group initially established for the Keadby Carbon Capture developments. All emails we sent on 18 March 2024.

4.8 The **statutory consultation** will take place during Q1 of 2025 for six weeks (the statutory minimum is four). This is the point at which local stakeholders will be formally consulted on the Proposed Development and asked to provide their comments and feedback. This will be conducted in accordance with our SoCC (this document) and will involve consultation on the detail of our proposed DCO application in accordance with the requirements of the PA 2008, including:

- Details of SSE's proposals (taking account of early engagement feedback) including how the final Site will look and operate.
- The PEI Report.
- SSE's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.

4.9 The aims of the statutory consultation will be:

- To provide a **summary of the comments/feedback** received following the announcement of the Proposed Development
- To provide an **update on the Proposed Development**, the further work undertaken since the initial announcement and detail any **changes** that have been made to the DCO application.
- To provide an **overview of the Environmental Impact Assessment** (EIA) work being undertaken and the key environmental topics and issues.
- The **construction programme** for the Proposed Development and how **environmental effects will be managed** and, where required, mitigated.
- To provide stakeholders with the opportunity to **engage with the Project Team** including the Applicant's project managers, engineers, environmental advisors and land agents, ask questions, raise concerns and provide comments/feedback on the more developed proposals.

Who we will consult?

4.10 There are a number of key stakeholders that the Applicant has been engaging with in relation to developments at the Keadby Power Station site, and will continue to engage

with during the conception and development of the Proposed Development, throughout its construction and operation. SSE will maintain open and proactive communications during the consenting and development process and seek to build strong relationships with key stakeholders. The Keadby Power Station site has a Community Liaison Officer who is already embedded within the community working with both external and internal stakeholders.

4.11 The Applicant will aim to consult during the statutory consultation all people, businesses, community organisations, local authorities, and political representatives in the vicinity of the Proposed Development. This will reflect the agreed method in the SoCC, which will set out how the Applicant proposes to consult people living in the vicinity of the land to which the Proposed Development relates (s47(1) PA 2008).

4.12 Technical consultation is also required and is at an early stage of engagement with key technical stakeholders. These consultees will be identified by reference to the list of EIA consultees provided by the Planning Inspectorate in response to the EIA scoping request, along with consideration of any other organisations likely to be affected, but who are not EIA consultees, such as wildlife trusts. A consultation zone-based approach is proposed, comprising an ‘inner zone’ and an ‘outer zone’. The consultation methods used can be tailored to each zone.

4.13 The inner zone will extend to around 2.5km around the Main Site (defined as the total extent of the area within which the Proposed Development would be constructed), broadly corresponding to the areas within which the proposed development could be visually prominent, or receive a perceptible increase in noise or traffic. The outer zone will extend to around 10km around the Main Site and broadly corresponds to the majority of the zone of theoretical visibility estimated for the Proposed Development based on the maximum built dimensions of the main items of plant and the stack. It also corresponds to the area, which could (without mitigation) experience air quality, traffic or socio-economic effects or be interested in but unaffected by the Proposed Development.

4.14 As **Figure 3** shows, the inner zone therefore encloses Gunness, Althorpe, Burringham, Ealand and Amcotts. It has been extended manually to cover the entire Axholme North ward, in view of the limited visual separation between this area and the Proposed Development. The outer zone encloses all of Scunthorpe, Epworth, Belton, and Burton upon Stather.

4.15 A desk-based land referencing exercise (using Land Registry data) is proposed prior to the start of the statutory consultation in order to obtain a reasonable level of information on affected landowners within the Site, or potential ‘category 3’ claimants (i.e. nearby landowners that may experience substantial noise or other disruption) using initial noise contour modelling and transport modelling if available. This will allow a suitable environmental assessment scope and appropriate engagement with land interests.

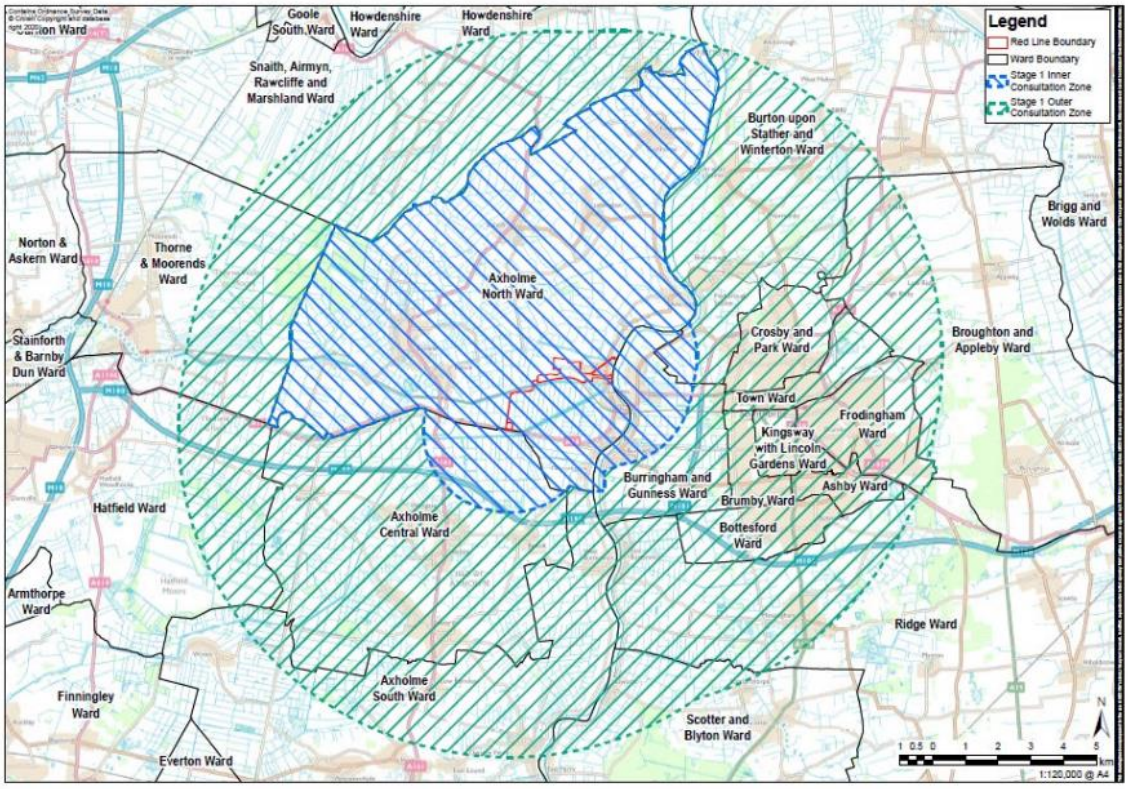


Figure 3 – Consultation zones

Key Stakeholders and stakeholder groups

4.16 The below details some specific key stakeholders and stakeholder groups the Applicant is engaging with.

- **MP**: SSE has been engaging in the early stages of the project with the MP for the area, Lee Pitcher MP, Member of Parliament for Doncaster East and the Isle of Axholme.
- **Councillors:** The Ward and Parish Councillors who it is important to engage with for the duration of the project are:
  - Councillors for Axholme North Ward: Councillor Julie Reed and Ian Bint.
  - Parish Councillors for:
    - Belton Parish Council,
    - Crowle and Ealand Town Council,
    - Keadby with Althorpe Community Parish Council,
    - Eastoft Parish Council,
    - Amcotts Parish Council,
    - Gunness Parish Council,

- Luddington and Haldenby Parish Council,
- Burringham Parish Council,
- Thorne Parish Council,
- Hatfield Parish Council,
- Swinefleet Parish Council,
- Reedness Parish Council,
- Goole Fields Parish Council,
- Epworth Parish Council,
- West Butterwick Parish Council.

  - All Wards and Parishes have received an update by email and those Councillors who have been informally spoken to about plans for the Site are generally supportive of Keadby Next Generation Power Station as part of SSE plc's journey to net zero, and the decarbonisation of the Keadby site.

- **Statutory Environmental Stakeholders:** Consultees prescribed by the DCO process will be engaged at the early engagement stage. These include but are not limited to:
  - Natural England
  - Environment Agency
  - Canal and Rivers Trust
  - North Lincolnshire Council

4.17 **Internal Stakeholders**: Engaging internal stakeholders ensures that project goals and objectives align with the organisation's strategic direction. By involving key stakeholders from the beginning, the Project Team can gain a better understanding of organisational priorities and ensure project outcomes contribute to overall success.

4.18 The current Station Manager Paul Goodson is being kept informed of plans for the site and will be consulted on any works which will impact on the current operational running of the site. As a member of the internal Project Management Board, he will be party to all decisions and regular updates on the Proposed Development.

4.19 Other departments and employees, not directly involved in the Proposed Development, can still have an impact on project outcomes and will be kept informed of plans for the Site and how they can support. Their cooperation, support, and adherence to project requirements would contribute to overall project success.

4.20 Departments and employees from other areas can affect the Proposed Development through their collaboration, timely responses to requests, and adherence to project timelines and requirements. Their engagement can help ensure smooth project execution and minimise delays or disruptions.

4.21 **Local Residents and Businesses:** Keadby Village is a small village in North Lincolnshire, England, situated just off the A18, west of Scunthorpe, and on the west bank of the tidal River Trent. The appropriate civil parish is called Keadby with Althorpe with a population at the 221 census of 1,851. Keadby residents have largely

grown up with power generation on the current site, with the first coal fired power station becoming operational in 1956. Many of the residents in the village used to work at the coal fired power station and still have an interest in energy production.

4.22 There are a number of small villages surrounding Keadby and some rural isolated properties mainly consisting of farmhouses.

4.23 Keadby residents, and others within the consultation zone, will be kept informed of progress on the Site via project update newsletters which will be distributed to all residents prior to public consultation. Where possible local businesses would be supported by encouraging those nearby to apply for available positions.

4.24 **Education and School Engagement:** As part of the Applicant's commitment to inspiring the future generation, SSE has already been engaging with local schools and colleges. The Applicant is currently working with the local primary school Keadby and Althorpe Primary, to educate young people about what happens at Keadby Power Station site, energy production and careers; sponsoring a tutor group at Engineering North Lincolnshire UTC and working closely with their students; working with local secondary schools, and the local special educational needs (SEN) school St Hugh's in Scunthorpe. This work will continue for the duration of the project and further, working with local educational establishments to ensure that young people are given information on the uses of hydrogen, its part in a net zero economy, future career opportunities on site and within a hydrogen economy.

4.25 Lessons in Keadby and Althorpe Primary School will cover the Proposed Development and these will occur prior to the consultation starting to ensure young people are as informed as they can be on what is happening in their local community. Members of the Project Team, including the Project Manager have committed to helping host these sessions to ensure young people are given aspirational information and are exposed to a wider range of personal career journeys. Sessions will also cover the potential for careers in the future and give parents/carers and their children the chance to have conversations at home to build on information shared through these different routes.

4.26 **Community Groups**: SSE liaised with the Parish Councils to identify any active community groups in the local area that it would be beneficial to engage with during consultation on the Proposed Development.

4.27 SSE has had extensive engagement with local community councils and has asked for their input via local groups.

5.0 HOW WE WILL CONSULT

5.1 The consultation **activities** and the **potentially available methods** for each, are set out in Table 5.1 below.

5.2 SSE will seek to use the **intended methods**. In instances where a method is changed by SSE, regard will be had to the consultation **objectives** (see paragraph 4.1).

5.3 The **consultation documents** that will be made available during the Consultation will include:

- The published Statement of Community Consultation (i.e. resulting from this draft document).
- A community newsletter.
- The PEI Report and its Non-Technical Summary ('NTS');
- A plan showing the location of the Site.

5.4 The key engagement activities and methods proposed are summarised in the table below:

Table 5.1: Engagement activities and methods

Method/ activity	Details	Stage
Project website	This will host information on the Proposed Development, the consultation materials and also a virtual public event. The Website will be updated regularly throughout the development of the project. The Project Website can be accessed at: www.keadbynextgen.com	Early engagement Updated for Statutory consultation
Engagement with local political representatives	Parish Councils and other key stakeholders through e-mail, phones calls, early engagement presentations, and attendance at the consultation events	Early Engagement, Statutory consultation
Social media	Keadby community have an active Facebook page. This method of communication is increasingly popular for allowing local people to access news about their communities. During the consultation stage, SSE will ask if information and consultation dates can be shared on local community Facebook pages to raise awareness of the Proposed Development and provide information on the ways in which people can access information and engage.	Early Engagement, Statutory consultation
A virtual public consultation room	Stakeholders will be encouraged to access this space (keadbynextgenconsultation.ai) during the consultation period and information will be provided via videos, banners, maps and drawings. An online	Statutory consultation

Method/ activity	Details	Stage
	comments/feedback form will also be provided for people to provide initial comments and ask questions.	
Schools and colleges engagement	This engagement will inform young people about plans for the site, how hydrogen is used and how a hydrogen powered power station would work.	Statutory consultation
A newsletter (including comments/feedback form)	A newsletter will be delivered by post to local residents and businesses within a 2.5km radius of the Site. This is approximately 946 residential properties and 24 business premises. This will be used to publicise the initial consultation and provide information on the Proposed Development. The feedback form will be available electronically on our project website www.keadbynextgen.com and as part of our virtual exhibition at keadbynextgenconsultation.ai or as a paper copy on request.	Statutory consultation
A newspaper advert	A newspaper advert will be published locally in the Scunthorpe Telegraph over two consecutive weeks to publicise the statutory consultation. It will also be published nationally, once in the London Gazette and once in an additional national newspaper. These notices will be published aligning with the beginning of the consultation.	Statutory consultation
Freepost address	FREEPOST KNG POWER STATION CONSULTATION. This will be provided for people to return comments/feedback forms and to submit comments by post.	Statutory consultation
Email address	This will be provided for people to submit comments, ask questions or request information. The project email address is keadbydevelopments@aecom.com	Statutor consultation
Telephone number	01202 043652. This will be available for people to leave comments, ask questions or request information.	Statutory consultation
Engagement events	Six events will be carried out in the local area to facilitate face-to-face engagement between the local community and the Project Team. This includes additional dates to ensure a robust single round of consultation. They will be carried out in the following locations: Keadby, Althorpe, Amcotts and Crowle. These will provide a space to ask questions of the Project Team and provide feedback on the proposals. The events will be held at a suitable venue in January 2025	Statutory consultation

5.5 The relevant local authority, North Lincolnshire Council, will be formally consulted on the SoCC before publication.

5.6 The technical consultation aspects of statutory consultation (for example, with statutory environmental bodies, relevant statutory undertakers, and landowners) will be carried out in accordance with ss42-44 PA 2008 and associated regulations. All consultation activities will be reported on in the Consultation Report accompanying the application, as required under s37 PA 2008. The report will also demonstrate the regard had to consultation feedback in accordance with s49 PA 2008

Further engagement

5.7 Following the consultation, stakeholders will be updated at key milestones during the application process.

6.0 HOW WE WILL RECORD FEEDBACK AND RESPOND TO IT

6.1 All comments and feedback received in response to the statutory consultation (including completed Feedback Forms) will be recorded and entered into a response tracker. The comments and feedback received will then be carefully reviewed, analysed and grouped under specific topic or theme headings. Under each topic/theme heading the issues/matters requiring consideration will then be identified.

6.2 SSE will consider the issues/matters raised during the pre-application consultation on the Proposed Development. In having regard to the issues/matters raised, SSE will also identify where these have resulted in any changes to the Proposed Development.

6.3 The pre-application consultation undertaken on the Proposed Development, including the comments/feedback received to the statutory consultation and how SSE has had regard to them, will be documented within a Consultation Report, which will form part of the DCO application.

6.4 Your feedback will be used to improve the project and may be published in anonymised form as part of our Consultation Report. We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, please review our privacy notice at https://keadbynextgen.com/privacy.

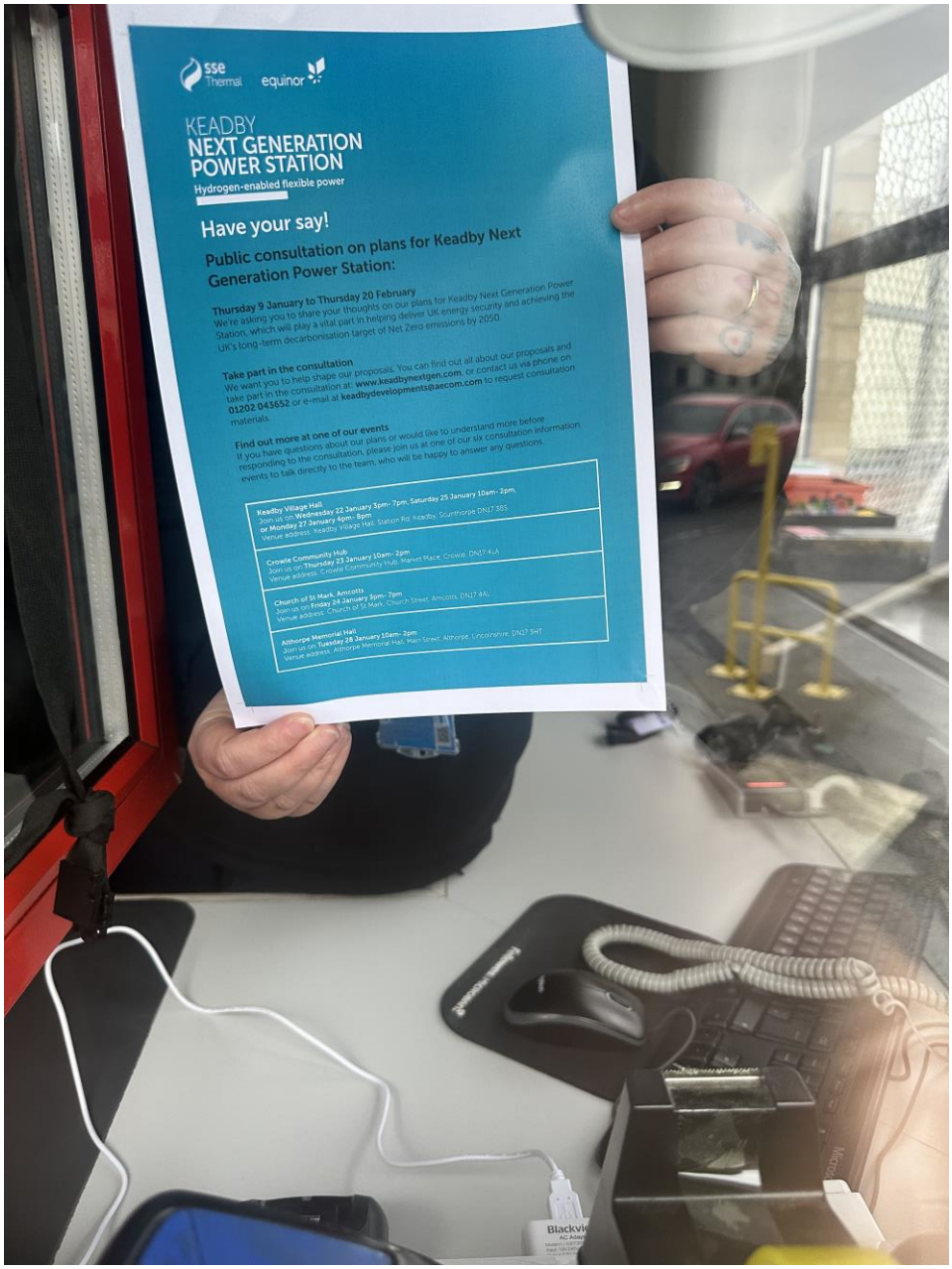
7.0 CONTACT DETAILS

7.1 You can find out more about Keadby Next Generation Power Station by viewing our project website: www.keadbynextgen.com or contacting the project team as follows:

- Feedback form – available electronically on our project website www.keadbynextgen.com and as part of our virtual exhibition at keadbynextgenconsultation.ai or as a paper copy on request
- By post to Freepost KNG POWER STATION CONSULTATION
- By leaving a message including your name and number at 01202 043652
- Email: keadbydevelopments@aecom.com

Appendix 8E: Evidence of document inspection locations

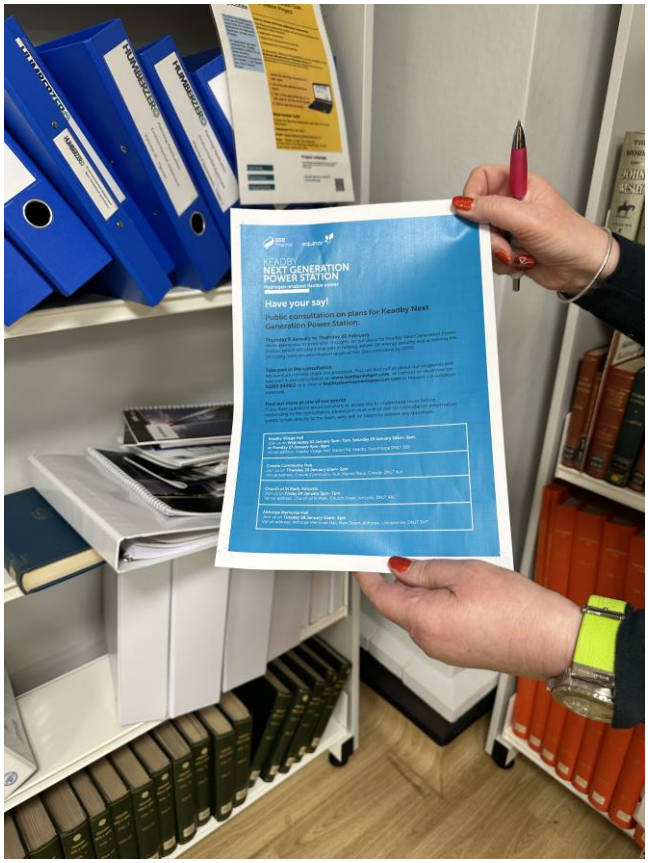
8E.1 Evidence of consultation documents at SSE Keadby Site Gatehouse



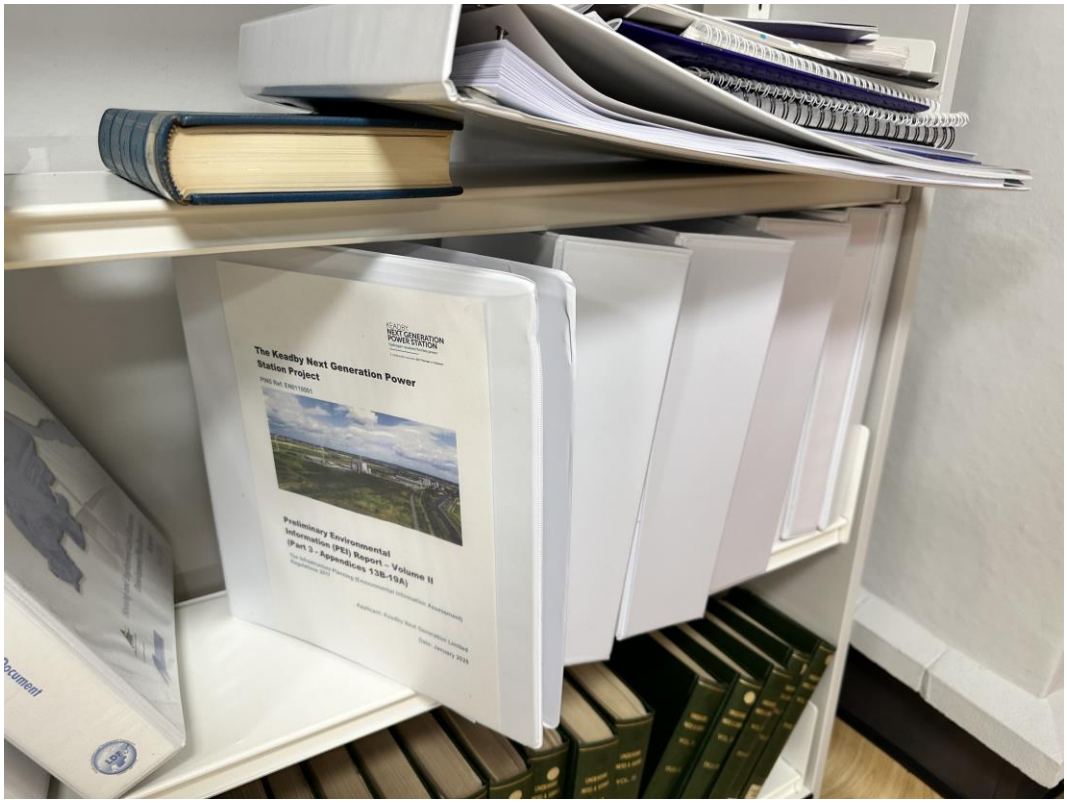
1.1 Image of poster at Keadby Site Gatehouse.

1.2 Image of materials box inside Keadby Site Gatehouse.

8E.2 Evidence of consultation documents at Scunthorpe Central Library



2.1 Image of poster inside Scunthorpe Central Library.



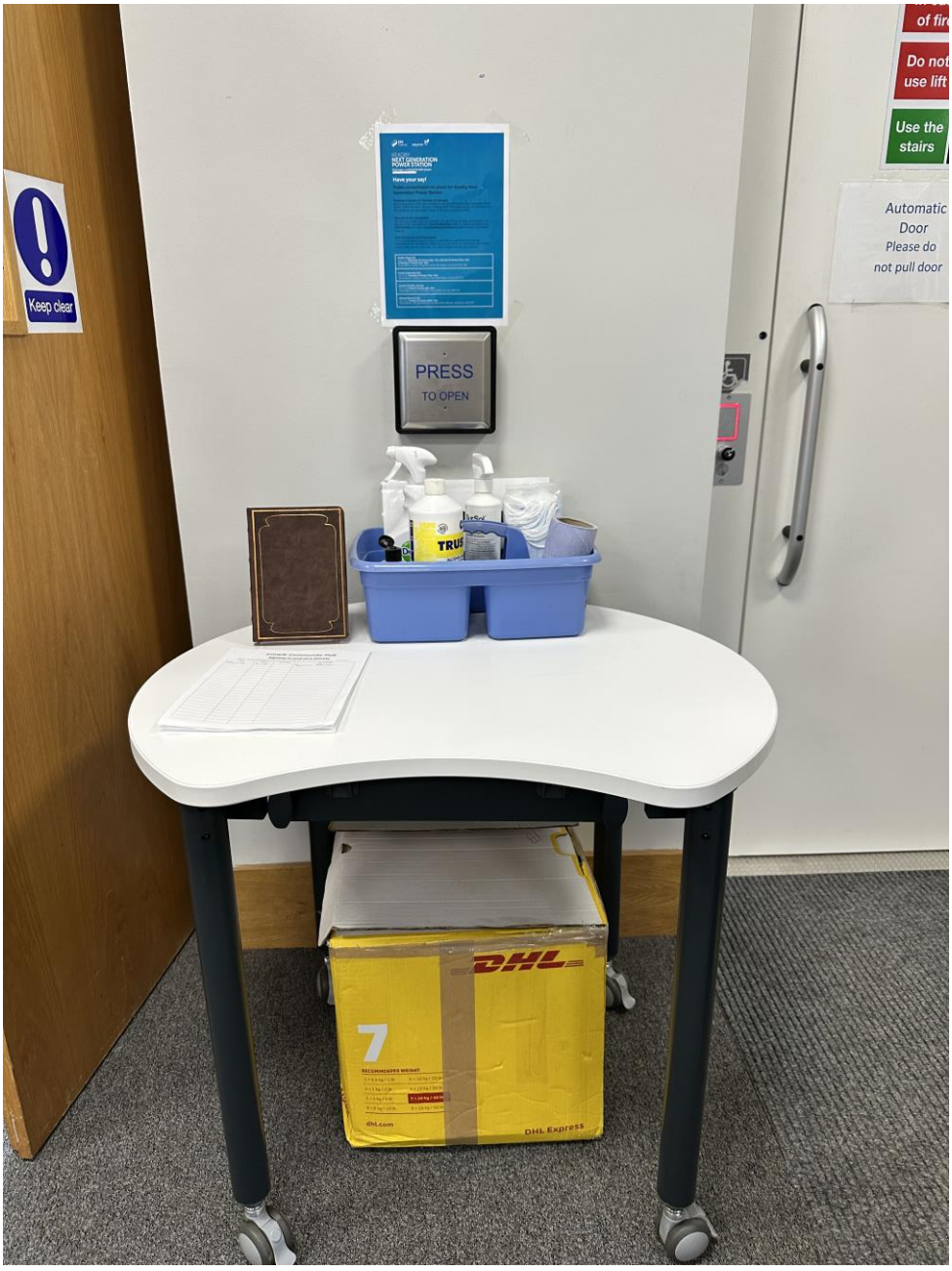
2.2 Image of materials on shelf inside Scunthorpe Central Library.

8E.3 Evidence of consultation documents at North Lincolnshire Council offices

3.1 Image of poster and materials box inside North Lincolnshire Council offices.

8E.4 Evidence of consultation documents at Crowle Community Hub

4.1 Image of materials box at Crowle Community Hall.



4.2 Image of materials box and poster inside Crowle Community Hall.

Appendix 8F: Copy of SoCC (Section 47) Notice

Keadby Next Generation Ltd, 1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH

KEADBY NEXT GENERATION POWER STATION

NOTICE PUBLICISING THE STATEMENT OF COMMUNITY CONSULTATION

Proposal for a high efficiency Combined Cycle gas Turbine unit power station at Keadby, North Lincolnshire, and associated development

Notice is hereby given pursuant to section 47(6)(a) of the Planning Act 2008 (the 'PA 2008') that Keadby Next Generation Ltd (the 'Applicant') is proposing to submit an application to the Secretary of State for Energy Security and Net Zero (the 'SoS') for a Development Consent Order under section 37 of the PA 2008 to authorise the construction, operation and maintenance of a proposed combined cycle gas turbine ('CCGT') generating station with a capacity of up to 910MW electrical output (the 'Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe (the 'Site').

The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen. However, it is currently anticipated that the hydrogen supply chain may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas. This scenario would be required until such time as a technically and commercially viable hydrogen supply chain option becomes available to the Site. The Proposed Development will be known as Keadby Next Generation Power Station.

The Proposed Development is an alternative to the consented Keadby 3 Carbon Capture Storage (CCS) Power Station and would be located on the same site. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Site, the Applicant, and its parent company, can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

The Applicant has a duty to consult the local community about the Project and, in accordance with under section 47 of the PA 2008, has produced a Statement of Community Consultation ('SoCC') setting out how it will undertake that consultation, the dates of the consultation ('the consultation period') and the activities and methods.

The SoCC may be inspected free of charge at: www.keadbynextgen.com ('the Project Website'). Alternatively write to Freepost KNG POWER STATION CONSULTATION, or telephone 01202 043652 or e-mail keadbydevelopments@aecom.com and leave your details and a paper copy will be posted to you free of charge.

Our consultation period runs from 9 January 2025 until 11.59pm on 20 February 2025

We are holding consultation events at a number of venues in the vicinity of the proposed scheme. Please do come along to one of these if you want to find out more or talk to members of the project team. The events are as follows:

Venue	Dates
Crowle Community Hub, Market Place, Crowle, DN17 4LA	Thursday 23 January 10am- 2pm
Church of St Mark, Amcotts Church of St Mark, Church Street, Amcotts,	Friday 24 January 3pm- 7pm

DN17 4AL	
Keadby Village Hall, Station Road, Keadby, Scunthorpe DN17 3BS	Wednesday 22 January 3pm- 7pm, Saturday 25 January 10am- 2pm, or Monday 27 January 4pm- 8pm
Althorpe Memorial Hall, Main Street, Althorpe, Lincolnshire, DN17 3HT	Tuesday 28 January 10am- 2pm

Consultations materials, including the Preliminary Environmental Information Report ('PEIR') and location plan will be available to view via the Project Website: www.keadbynextgen.com and at the following locations from **9 January 2025 until 20 February 2025**:

Inspection Location	**Address**	**Opening Times**	**Contact Details**
SSE Keadby Site Gatehouse	Keadby Power Station Trentside, Keadby, Scunthorpe, DN17 3EF	Monday 9am – 5pm Tuesday 9am – 5pm Wednesday 9am – 5pm Thursday 9am – 5pm Friday 9am – 5pm Saturday Closed Sunday Closed Closed on bank holidays	01724 788200
Scunthorpe Central Library	Scunthorpe Central, Carlton Street, Scunthorpe, North Lincolnshire, DN15 6TX	Monday 9am – 5pm Tuesday 9am – 5pm Wednesday 9am – 5pm Thursday 9am – 5pm Friday 9am – 5pm Saturday 9am – 1pm Sunday Closed Closed on bank holidays	01724 860161
North Lincolnshire Council offices	Church Square House, 30-40 High Street, Scunthorpe, DN15 6NL	Monday 9am – 5pm Tuesday 9am – 5pm Wednesday 9am – 5pm Thursday 9am – 5pm Friday 9am – 4.30pm Saturday Closed Sunday Closed Closed on bank holidays	01724 297000
Crowle Community Hub	The Market Hall, Market Place, Crowle, Scunthorpe, DN17 4LA	Monday 9am-12.30pm, 1-5pm Tuesday 9am-12.30pm, 1-5pm Wednesday 9am-12.30pm, 1-5pm Thursday 9am-12.30pm, 1-5pm Friday 9am-12.30pm, 1-5pm Saturday 9am – 12pm Sunday Closed Closed on bank holidays	07825 901679

For alternative formats please telephone 01202 043652 (24hr voicemail service) or email: keadbydevelopments@aecom.com. Any details you provide to us will be subject to our Privacy Notice which is detailed on the Project Website (www.keadbynextgen.com/privacy/). You can request a paper copy of the Consultation Documents free of charge (with the exception of the full PEIR which will be charged at a maximum of **£500**).

We encourage you to provide your feedback and are providing a range of safe methods for this. You can complete the feedback form at www.keadbynextgen.com/get-in-touch , write to us at Freepost KNG POWER STATION CONSULTATION with your name and address, email us at keadbydevelopments@aecom.com or leave a message including your name and number at 01202 043652.

Your feedback will be used to improve the project and may be published in anonymised form as part of our Consultation Report. We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, please review our privacy notice at www.keadbynextgen.com/privacy/.

All feedback must be received by 11.59pm on 20 February 2025.

Appendix 8G: Copy of SoCC (Section 47) Notice – Scunthorpe Telegraph, Doncaster Free Press, Goole/Selby/Epworth Times

8H.1 Scunthorpe Telegraph

Planning

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The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen. However, it is currently anticipated that the hydrogen supply chain may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas. This scenario would be required until such time as a technically and commercially viable hydrogen supply chain option becomes available to the Site. The Proposed Development will be known as Keadby Next Generation Power Station.

The Proposed Development is an alternative to the consented Keadby 3 Carbon Capture Storage (CCS) Power Station and would be located on the same site. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Site, the Applicant, and its parent company, can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

The Applicant has a duty to consult the local community about the Project and, in accordance with under section 47 of the PA 2008, has produced a Statement of Community Consultation ('SoCC') setting out how it will undertake that consultation, the dates of the consultation ('the consultation period') and the activities and methods.

The SoCC may be inspected free of charge at: www.keadbynextgen.com ('the Project Website'). Alternatively write to Freepost KNG POWER STATION CONSULTATION, or telephone 01202 043652 or e-mail keadbydevelopments@aecom.com and leave your details and a paper copy will be posted to you free of charge.

Our consultation period runs from 9 January 2025 until 11.59pm on 20 February 2025

We are holding consultation events at a number of venues in the vicinity of the proposed scheme. Please do come along to one of these if you want to find out more or talk to members of the project team. The events are as follows:

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Keadby Village Hall, Station Road, Keadby, Scunthorpe, DN17 3BS	Wednesday 22 January 3pm - 7pm, Saturday 25 January 10am - 2pm, or Monday 27 January 4pm - 8pm
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Consultations materials, including the Preliminary Environmental Information Report ('PEIR') and location plan will be available to view via the Project Website: www.keadbynextgen.com and at the following locations from **9 January 2025 until 20 February 2025**:

Inspection Location	Address	Opening Times	Contact Details
SSE Keadby Site Gatehouse	Keadby Power Station Trentside, Keadby, Scunthorpe, DN17 3EF	Monday 9am - 5pm Tuesday 9am - 5pm Wednesday 9am - 5pm Thursday 9am - 5pm Friday 9am - 5pm Saturday Closed Sunday Closed Closed on bank holidays	01724 788200
Scunthorpe Central Library	Scunthorpe Central, Carlton Street, Scunthorpe, North Lincolnshire, DN15 6TX	Monday 9am - 5pm Tuesday 9am - 5pm Wednesday 9am - 5pm Thursday 9am - 5pm Friday 9am - 5pm Saturday 9am - 1pm Sunday Closed Closed on bank holidays	01724 860161
North Lincolnshire Council offices	Church Square House, 30-40 High Street, Scunthorpe, DN15 6NL	Monday 9am - 5pm Tuesday 9am - 5pm Wednesday 9am - 5pm Thursday 9am - 5pm Friday 9am - 4.30pm Saturday Closed Sunday Closed Closed on bank holidays	01724 297000
Crowle Community Hub	The Market Hall, Market Place, Crowle, Scunthorpe, DN17 4LA	Monday 9am - 12.30pm, 1 - 5pm Tuesday 9am - 12.30pm, 1 - 5pm Wednesday 9am - 12.30pm, 1 - 5pm Thursday 9am - 12.30pm, 1 - 5pm Friday 9am - 12.30pm, 1 - 5pm Saturday 9am - 12pm Sunday Closed Closed on bank holidays	07825 901679

For alternative formats please telephone 01202 043652 (24hr voicemail service) or email: keadbydevelopments@aecom.com. Any details you provide to us will be subject to our Privacy Notice which is detailed on the Project Website (www.keadbynextgen.com/privacy/). You can request a paper copy of the Consultation Documents free of charge (with the exception of the full PEIR which will be charged at a maximum of **£500**). Keadby Next Generation Ltd15866301 Registered Office No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH

We encourage you to provide your feedback and are providing a range of safe methods for this. You can complete the feedback form at www.keadbynextgen.com/get-in-touch, write to us at Freepost KNG POWER STATION CONSULTATION with your name and address, email us at keadbydevelopments@aecom.com or leave a message including your name and number at 01202 043652. Your feedback will be used to improve the project and may be published in anonymised form as part of our Consultation Report. We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, please review our privacy notice at www.keadbynextgen.com/privacy/.

All feedback must be received by 11.59pm on 20 February 2025.

Goods Vehicle Licensing

Goods Vehicle Operator's Licence

West Building Supplies Ltd of Head Office Bessingby Way Bessingby Industrial Estate Bridlington YO16 4SJ is applying to add an operating centre to keep 2 goods vehicles and 0 trailers at The Brickyard Golden Cup Way Scotter Road South Scunthorpe DN17 2BU

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 Quarry House, Quarry Hill, Leeds, LS2 7UE stating their reasons, within 21 days of this notice. Representors must at the 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.

North Lincolnshire Council

North Lincolnshire Borough Council Notice of Designation of an Area for Selective Licensing 2024.

1. **NOTICE IS HEREBY GIVEN** that on 3rd October 2024 North Lincolnshire Borough Council ("the Council") acting as local housing authority in exercise of its powers under Sections 80-84 of the Housing Act 2004 ("the Act") has designated Crosby & Park and Town, ("the Area") for selective licensing.
2. The designation is made on 3rd October 2024 and will come into force on **20th March 2025**.
3. The Designation Area applies to the residential area of Crosby & Park and Town as shown and delineated in red on the plan at Annexe A. The list of streets is shown at Annexe B (which can be viewed at Selective Licensing - North Lincolnshire Council (northlincs.gov.uk)
4. The designation does not require confirmation by the Secretary of State and falls within a general approval issued by the Secretary of State under Section 82 of the Act, namely the Housing Act 2004[1].
5. The designation shall cease to have effect on 19th March 2030 (not more than 5 years) or earlier if the Council revokes the schemes under section 84 of the Act.

AREAS TO WHICH THE DESIGNATIONS APPLY

6. This designation shall apply to the area of the North Lincolnshire Borough Council as delineated in red on the map in Annexe A shown as Designation Area 1 (pre-May 2022 ward boundaries): **CROSBY & PARK AND TOWN.**

APPLICATION OF THE DESIGNATIONS

7. The designation requires any house[2] which is let or occupied under a tenancy or licence[3] within the area to be licensed by the Council unless -
   (a) the house is a House in Multiple Occupation (HMO) and is required to be licensed under Part 2 of the Act
   (b) the tenancy or licence of the house has been granted by a registered social landlord[4];
   (c) the house is subject to an Interim or Final Management Order under Part 4 of the Act;
   (d) the house is subject to a temporary exemption under Section 86 of the Act;
   (e) the house is occupied under a tenancy or licence which is exempt under the Act, or the occupation is of a building or part of a building so exempt as defined in The Selective Licensing of Houses (Specified Exemptions) (England) Order 2006 SI 370/2006[5] as shown at Annexe C (which can be viewed at Selective Licensing - North Lincolnshire Council (northlincs.gov.uk)).
8. Subject to sub paragraphs 7 (a) to (e) every house in the area specified in paragraph 6 above that is occupied under a tenancy or licence shall be required to be licensed under section 85 of the Act.
9. Any private landlord, person managing or tenant within the Area is advised to seek advice from the Council on whether their property is affected by the designation.
10. Private landlords and persons managing houses[6] in the Area are required to obtain a licence by the **20th March 2025** unless a notification in relation to a temporary exemption or an application for a licence is effective.
11. North Lincolnshire Borough Council will comply with the notification requirements contained in section 83 of the Act and shall maintain a register of all houses registered under these designations, as required under section 232 of "the Act".
12. The Designation and its accompanying plan may be inspected during normal office hours at Church Square House. Applications for Licenses and requests for general advice should be made to the North Lincolnshire Borough Council at the below address:
    Environmental Health and Housing Team by telephone on 01724 297000 or by email to housing@northlincs.gov.uk or by writing to: Environmental Health and Housing Environment and Public Protection North Lincolnshire Council Church Square House, Scunthorpe. DN15 6XQ
13. Any person who without reasonable excuse, has control of or manages a house[7] in the Area which is required to be licensed but which is not will be guilty of an offence and liable to prosecution, and upon conviction would be liable to a fine. The Council may, as an alternative to prosecution, impose a civil penalty not exceeding £30,000 for these offences[8]. In addition, an application may be made by the council and/or tenant for a Rent Repayment Order requiring repayment of up to 12 months' rent or housing benefit. Further, no Notice under Section 21 of the Housing Act 1988 (recovery of possession on expiry or termination of assured shorthold tenancy) may be given in relation to the whole of or part of the unlicensed house.

Dated: 3rd October 2024
BY ORDER OF THE COUNCIL

Head of Legal and Information Governance
For and on behalf of North Lincolnshire Council

[1] https://www.gov.uk/government/publications/selective-licensing-in-the-private-rented-sector-a-guide-for-local-authorities/the-housing-act-2004-licensing-of-houses-in-multiple-occupation-and-selective-licensing-of-other-residential-accommodation-england-general-approval
[2] For the definition of "house" see sections 79 and 99 of the Act
[3] https://www.legislation.gov.uk/ukpga/2004/34/section/79: S.79 (2) (b) if the whole of it is occupied under a single tenancy or licence that is not an exempt tenancy of license under subsection (3) or (4), OR under two or more tenancies or licences in respect of different dwellings contained in it, within the area none of which is an exempt tenancy or license under subsection (3) or (4) of the Act.
[4] Housing Act 2004 (legislation.gov.uk) S.79 (3) (a)it is granted by a non-profit registered provider of social housing, (b)it is granted by a profit-making registered provider of social housing in respect of social housing (within the meaning of Part 2 of the Housing and Regeneration Act 2008), or (c)it is granted by a body which is registered as a social landlord under Part 1 of the Housing Act 1996 (c. 52).
[5] https://www.legislation.gov.uk/uksi/2006/370/made
[6] For the definition of "person managing" and "person having control" see section 263 of the Act
[7] For the definition of "person managing" and "person having control" see section 263 of the Act
[8] https://www.gov.uk/government/publications/civil-penalties-under-the-housing-and-planning-act-2016

Annexe A

Area 1:

Appendix 8H: Copy of SoCC (Section 47) notice - Scunthorpe Telegraph, Doncaster Free Press, Goole/Selby/Epworth Times

8H.2 Doncaster Free Press

Classified

PLANNING NOTICES

SECTION 47(6)(a) PLANNING ACT 2008
KEADBY NEXT GENERATION POWER STATION PROJECT
NOTICE PUBLICISING THE STATEMENT OF COMMUNITY CONSULTATION
Proposal for a high efficiency Combined Cycle gas Turbine unit power station at Keadby, North Lincolnshire, and associated development

Notice is hereby given pursuant to section 47(6)(a) of the Planning Act 2008 (the 'PA 2008') that Keadby Next Generation Ltd (the 'Applicant') is proposing to submit an application to the Secretary of State for Energy Security and Net Zero (the 'SoS') for a Development Consent Order under section 37 of the PA 2008 to authorise the construction, operation and maintenance of a proposed combined cycle gas turbine ('CCGT') generating station with a capacity of up to 910MW electrical output (the 'Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe (the 'Site').

The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen. However, it is currently anticipated that the hydrogen supply chain may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas. This scenario would be required until such time as a technically and commercially viable hydrogen supply chain option becomes available to the Site. The Proposed Development will be known as Keadby Next Generation Power Station.

The Proposed Development is an alternative to the consented Keadby 3 Carbon Capture Storage (CCS) Power Station and would be located on the same site. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Site, the Applicant, and its parent company, can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

The Applicant has a duty to consult the local community about the Project and, in accordance with under section 47 of the PA 2008, has produced a Statement of Community Consultation ('SoCC') setting out how it will undertake that consultation, the dates of the consultation ('the consultation period') and the activities and methods.

The SoCC may be inspected free of charge at: www.keadbynextgen.com ('the Project Website'). Alternatively write to Freepost KNG POWER STATION CONSULTATION, or telephone 01202 043652 or e-mail keadbydevelopments@aecom.com and leave your details and a paper copy will be posted to you free of charge.

Our consultation period runs from 9 January 2025 until 11.59pm on 20 February 2025

We are holding consultation events at a number of venues in the vicinity of the proposed scheme. Please do come along to one of these if you want to find out more or talk to members of the project team. The events are as follows:

Venue	Dates
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Althorpe Memorial Hall, Main Street, Althorpe, Lincolnshire, DN17 3HT	Tuesday 28 January 10am- 2pm

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All feedback must be received by 11.59pm on 20 February 2025.

GENERAL NOTICES

LEGAL SERVICES

HOLIDAYS GENERAL

8H.3 Goole/Selby/Epworth Times

PUBLIC NOTICES

Keadby Next Generation Ltd, 1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH

KEADBY NEXT GENERATION POWER STATION

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Keadby Next Generation Ltd15866301 Registered Office No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH

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All feedback must be received by 11.59pm on 20 February 2025.

EAST RIDING OF YORKSHIRE COUNCIL
TOWN & COUNTRY PLANNING ACT 1990
PROPOSED DEVELOPMENT

a) Hybrid Application consisting of a) Full Planning Permission for the removal and remediation of contaminated material, extraction of sand and gravel and the reinstatement of the void with imported restoration materials and b) Outline Permission for residential development (of up to 74 dwellings) with associated public open space and habitat enhancement (Access to be considered) at Middleton Quarry Heck and Pollington Lane Pollington (Ref: 24/03257/STPLFE PP-13405318)
Proposal (a) affects the setting of a Listed Building under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Proposal (a) is a departure from the approved Development Plan of the area.
Proposal (a) is a major development.
This application is accompanied by an Environmental Impact Assessment in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). Members of the public may obtain copies of the Environmental Impact Assessment from Nineteen47, c/o Mr Jamie Pyper, Unit B, Ryedale House, 58-60 Piccadilly, York, North Yorkshire, YO1 9NX. Electronic copies of the Non-Technical Summary are available free of charge.
To view the application electronically or to check progress logon to **http://www.eastriding.gov.uk/planning** and enter the application number.
You can make comments electronically using the feedback option on the above website or by emailing planning@eastriding.gov.uk Guidance notes on making comments and the right to speak are also available on the above website or on request.
Any representations regarding the proposal should be sent to the undersigned at County Hall, Beverley, East Riding of Yorkshire, HU17 9BA by not later than the morning of **8 February 2025.**
You can visit any of the council's libraries where facilities are available for you to view planning applications. If you decide to visit the library, the details of reference number, address and postcode set out above will be required to enable you to view the application. A member of the library staff will be able to assist you if required. If, as a result of your visit, there are any questions that have not been resolved, please contact Planning Office, tel (01482) 393647.
Please note by virtue of the Local Government Act 1972, anyone may be entitled to read and obtain a copy of any representation you make.

Stephen Hunt
Director of Planning & Development Management

THE EAST RIDING OF YORKSHIRE COUNCIL
ROAD TRAFFIC REGULATION ACT 1984 SECTION 14 (1) TEMPORARY PROHIBITION OF THROUGH TRAFFIC AND SUSPENSION OF PARKING PART OF ST JOHNS COURT AND SECOND AVENUE, GOOLE

Notice is hereby given that East Riding of Yorkshire 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 part of St Johns Court, Goole between its junctions with First Avenue Access Road and Second Avenue Access Road and part of Second Avenue, Goole from its junction with St Johns Court to property number 21 and suspension of parking on part of St Johns Court, Goole between its junctions with Second Avenue and Fourth Avenue commencing ***1 February 2025 at 23.00 hours until 2 February 2025 at 08.40 hours and 15 February 2025 at 23.00 hours until 16 February 2025 at 08.40 hours*** for the purposes of siting a crane for telecoms mast decom works and exit of a crane on completion of the works.
The road closures and suspension of parking is necessary to enable the works to be carried out in a manner consistent with ensuring the safety of the public. The Order is valid for 18 months, but it is anticipated that the works will be completed within two night shifts. The alternative route for traffic affected by the road closures will be via St Andrews Terrace, Third Avenue, Pasture Road, First Avenue, St Johns Court, Goole CP, Goole North Ward. The diversion route will be signed at the time of closure.
The road will be closed to all through traffic, but access will be maintained at all times for residents, emergency services and pedestrians.
Further information can be obtained by contacting the council and asking for Highways Customer Care, telephone (01482) 393939. Ref: PE.
Dated 9 January 2025

Paul Bellotti
Executive Director of Communities & Environment
County Hall, Beverley, East Riding of Yorkshire, HU17 9BA

Appendix 8H: Copy of SoCC (Section 47) notice - Scunthorpe Telegraph, Doncaster Free Press, Goole/Selby/Epworth Times

Appendix 9A: List of Prescribed Consultees identified and consulted

ID	Consultee type	Reason for inclusion/ exclusion	Contact Name	Organisation Name	Address	Address Source	Email Address	Email or Post?	EIA Reg 13 Body (Y/N)
1	The Secretary of State for Defence	Site is in the marine area	The Secretary of State for Defence	Ministry of Defence – Safeguarding	St George's House, DMS Whittington, Lichfield, Staffordshire, WS14 9PY	.gov	[redacted]@mod.gov.uk	Both	
2	The Secretary of State for Defence	Site is in the marine area	The Secretary of State for Defence	Ministry of Defence – Safeguarding	St George's House, DMS Whittington, Lichfield, Staffordshire, WS14 9PY	.gov	DIO-Safeguarding-Statutory@mod.gov.uk;	Both	
3	The Secretary of State for Defence	Site is in the marine area	The Secretary of State for Defence	Ministry of Defence – Safeguarding	St George's House, DMS Whittington, Lichfield, Staffordshire, WS14 9PY	.gov	People-AFFS-Safeguarding-Mailbox@mod.gov.uk	Both	
4	The relevant parish council(s)	Site within the parish	The Parish Clerk	Keadby with Althorpe Community Parish Council	18 Woodgarr Avenue, Keadby, Scunthorpe, North Lincolnshire, DN17 3BZ	Website	keadbywithalthorpeparishcouncil@yahoo.com	Both	
5	The relevant parish council(s)	Site within the parish	The Parish Clerk	Crowle and Ealand Town Council	The Chapels, Crowle Cemetery, Mill Road, Crowle, North Lincolnshire, DN17 4LN	Website	[redacted]@crowleandealandcouncil.org	Both	
6	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Amcotts Parish Council	29 Eastoft Road, Crowle, North Lincolnshire, DN17 4LR	Website	[redacted]@amcottsparish.co.uk	Both	
7	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Luddington and Haldenby Parish Council	c/o Boundary House , 5 High Street, Luddington, North Lincolnshire, DN17 4QP	Parish Council meeting agenda	[redacted]@luddingtonandhaldenbypc.org	Both	
8	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Eastoft Parish Council	Corne Rose, High Street, Eastoft, North Lincolnshire, DN17 4PA	Website	[redacted]@eastoftparishcouncil.org.uk	Both	
9	The relevant parish council(s)	Site within the parish	The Parish Clerk	Belton Parish Council	The Dairy, Village Farm, Main Street, Stanford on Soar, Lougborough, LE12 5QA	Website	beltonparish@gmail.com	Both	
10	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Burringham Parish Council	High Street, Burringham, Scunthorpe, DN17 3LY	Website	[redacted]council.gov.uk	Both	
11	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Gunness Parish Council	8 Hazel Croft, Immingham, DN40 2HG	.moderngov	[redacted]@gmail.com	Both	
12	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	West Butterwick Parish Council	14 Hawthorne Avenue, Dunsville, Doncaster, DN7 4DW	Website	[redacted]@westbutterwickpc.org.uk	Both	
13	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Reedness Parish Council	Oaklands, Ousefleet, Goole, DN14 8HR	Website	reednessparishcouncil@gmail.com	Both	

14	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Swinefleet Parish Council	Church Lane, Swinefleet, Goole, DN14 8DQ	Website	swinefleetparishcouncil@gmail.com	Both
15	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Goole Fields Parish Council	Oak Lodge, Goole Road, Hook, Goole, East Yorkshire, DN14 5NN	Website	[redacted]@hotmail.com	Both
16	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Thorne Moorends Council	Assembly Rooms, Fieldside, Thorne, Doncaster, DN8 4AE	Website	clerk@thorne-moorends.gov.uk	Both
17	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Hatfield Town Council	Council Offices, Cuckoo Lane, Hatfield, Doncaster, DN7 6QE	Website	[redacted]@hatfield-tc.gov.uk	Both
18	The relevant parish council(s)	Adjacent to parish where the site is	The Parish Clerk	Epworth Town Council	Cemetery Lodge, Burnham Road, Epworth, Doncaster, DN9 1BY	Website	clerk@epworthtowncouncil.com	Both
19	The relevant parish council(s)	Not adjacent to parish where the site is, but located approx. 1 km away so could still be impacted	The Parish Clerk	Flixborough Parish Council	Flixborough Village Hall, High Street, Flixborough, DN15 8RL	Phone call to PC	[redacted]@gmail.com	Both
20	The Environment Agency	In England	The Chief Executive	Environment Agency	Legal Services, Horizon House, Deanery Road, Bristol, BS1 5AH	.gov	LNplanning@environment-agency.gov.uk;	Both
21	The Environment Agency	In England	[redacted]	Environment Agency	Legal Services, Horizon House, Deanery Road, Bristol, BS1 5AH	Internal tracker	[redacted]@environment-agency.gov.uk	Both
22	The Environment Agency	In England	[redacted]	Environment Agency	2 Marsham Street, London, SW1P 4DF	Internal tracker	[redacted]@environment-agency.gov.uk	Both
23	Natural England	In England	The Chief Executive	Natural England Consultation Service	Hornbeam House, Electra Way, Crewe Business Park, Crewe, CW1 6GJ	.gov	consultations@naturalengland.org.uk;	Both
24	Natural England	In England	[redacted]	Natural England	4th Floor Foss House, Kings Pool, 1 – 2 Peasholme Green, York, YO1 7PX	Internal tracker	[redacted]h@naturalengland.org.uk	Both
25	Natural England	In England	[redacted]	Natural England	4th Floor Foss House, Kings Pool, 1 – 2 Peasholme Green, York, YO1 7PX	Internal tracker	[redacted]@naturalengland.org.uk	Both
26	The Forestry Commission	Checked Forestry Layer on Magic Maps. Not on Site, but in close proximity there are national forest inventory assumed woodland/ground prep/broadleaved.	The Chief Executive	Forestry Commission Yorkshire and North East Area	Foss House, Kings Pool, 1 – 2 Peasholme Green, York, YO1 7PX	Website	yne@forestrycommission.gov.uk ;	Both

Appendix 9A: List of prescribed consultees identified and consulted

27	The Forestry Commission	Checked Forestry Layer on Magic Maps. Not on Site, but in close proximity there are national forest inventory assumed woodland/ground prep/broadleaved.	[redacted]	Forestry Commission Yorkshire and North East Area	Foss House, Kings Pool, 1 – 2 Peasholme Green, York, YO1 7PX	Website	[redacted]@forestrycommission.gov.uk	Both
28	The Historic Buildings and Monuments Commission for England	Several Listed Buildings in near vicinity, including one adjacent to the site	The Chief Executive	Historic England	4th Floor, Cannon Bridge House, 25 Dowgate Hill, London, EC4R 2YA	Website	[redacted]@HistoricEngland.org.uk;	Both
29	The Historic Buildings and Monuments Commission for England	Several Listed Buildings in near vicinity, including one adjacent to the site	[redacted]	Historic England	4th Floor, Cannon Bridge House, 25 Dowgate Hill, London, EC4R 2YA	Website	[redacted]@HistoricEngland.org.uk;	Both
30	The Historic Buildings and Monuments Commission for England	Several Listed Buildings in near vicinity, including one adjacent to the site	The Chief Executive	Historic England	4th Floor, Cannon Bridge House, 25 Dowgate Hill, London, EC4R 2YA	Website	[redacted]@HistoricEngland.org.uk	Both
31	The Joint Nature Conservation Committee	On basis proposals will have some direct or indirect impact on the marine area given its location adjacent to the River Trent (tidal) and canals.	The Chairman	Joint Nature Conservation Committee	Quay House, 2 East Station Road, Fletton Quays, Peterborough, PE2 8YY	.gov	communications@jncc.gov.uk	Both
32	The Maritime and Coastguard Agency	On basis proposals will have some direct or indirect impact on the marine area given its location adjacent to the River Trent (tidal) and canals.	The Chief Executive	The Maritime and Coastguard Agency – Humber	Hull Marine Office, Crosskill House, Mill Lane, Beverley, East Yorkshire, HU17 9JB	.gov	navigationsafety@mcga.gov.uk;	Both
33	The Maritime and Coastguard Agency	On basis proposals will have some direct or indirect impact on the marine area given its location adjacent to the River Trent (tidal) and canals.	The Chief Executive	The Maritime and Coastguard Agency – Humber	Hull Marine Office, Crosskill House, Mill Lane, Beverley, East Yorkshire, HU17 9JB	.gov	[redacted]@mcga.gov.uk	Both
34	The Maritime and Coastguard Agency	On basis proposals will have some direct or indirect impact on the marine area given its location adjacent to the River Trent (tidal) and canals.	The Chief Executive	The Maritime and Coastguard Agency – Humber	Hull Marine Office, Crosskill House, Mill Lane, Beverley, East Yorkshire, HU17 9JB	.gov	[redacted]@mcga.gov.uk;	Both
35	The relevant internal drainage board	Site within the IDB area	The Chief Executive	The Isle of Axholme and North Nottinghamshire Water Level Management Board	Wellington House, Manby Park, Louth, LN11 8UU	Website	planning@ioadb.co.uk	Both

36	The relevant internal drainage board	Site within the IDB area	[redacted]	The Isle of Axholme and North Nottinghamshire Water Level Management Board	Wellington House, Manby Park, Louth, LN11 8UU	Website	[redacted]@ioadb.co.uk	Both
37	The relevant internal drainage board	Adjacent to the IDB area where the site is	The Chief Executive	Scunthorpe and Gainsborough Water Management Board	Epsom House, Chase Park, Redhouse Interchange, Doncaster, DN6 7FE	.gov	info@shiregroup-idbs.gov.uk	Both
38	The relevant internal drainage board	Adjacent to the IDB area where the site is	The Chief Executive	Doncaster East Internal Drainage Board	Wellington House, Manby Park, Louth, LN11 8UU	Website	enquiries@deidb.co.uk	Both
39	The relevant internal drainage board	Added to the Reg 11 List but doesn't fall within the definition of relevant	The Chief Executive	Ancholme Internal Drainage Board	Epsom House, Chase Park, Redhouse Interchange, Doncaster, DN6 7FE	.gov	info@shiregroup-idbs.gov.uk	Both
40	The relevant internal drainage board	Added to the Reg 11 List but doesn't fall within the definition of relevant	The Chief Executive	Goole Fields District Internal Drainage Board	Epsom Epsom House, Chase Park, Redhouse Interchange, Doncaster, DN6 7FE	.gov	info@shiregroup-idbs.gov.uk	Both
41	The relevant internal drainage board	Adjacent to the IDB area where the site is	The Chief Executive	Reedness and Swinefleet Internal Drainage Board	24 Innovation Drive, Newport, Brough, East Riding of Yorkshire, HU15 2FW	Website	info@yorkshirehumberdrainage.gov.uk	Both
42	The relevant internal drainage board	Added to the Reg 11 List but doesn't fall within the definition of relevant	The Chief Executive	Dempster Internal Drainage Board	24 Innovation Drive, Newport, Brough, East Riding of Yorkshire, HU15 2FW	Website	info@yorkshirehumberdrainage.gov.uk	Both
43	The relevant internal drainage board	Added to the Reg 11 List but doesn't fall within the definition of relevant	The Chief Executive	Black Drain Drainage Board	24 Innovation Drive, Green Park, Newport, East Riding of Yorkshire, HU15 2FW	Website	info@yorkshirehumberdrainage.gov.uk	Both
44	Canal and River Trust	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal, including one adjacent.	[redacted]	Canal & River Trust	Canal Lane, Hatton, Warwick, CV35 7JL	Website	[redacted]@canalrivertrust.org.uk	Both
45	Canal and River Trust	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal, including one adjacent.	[redacted]	Canal & River Trust	National Waterways Museum, South Peir Road, Ellesmere Port, Cheshire, CH65 4FW	Website	[redacted]@canalrivertrust.org.uk	Both

46	Canal and River Trust	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal, including one adjacent.	The Chief Executive	Canal & River Trust	National Waterways Museum, South Peir Road, Ellesmere Port, Cheshire, CH65 4FW	Website	planning@canalrivertrust.org.uk;	Both
47	Trinity House	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal, including one adjacent.	The Chief Executive	Trinity House	Tower Hill, London, EC3N 4DH	Website	[redacted]@trinityhouse.co.uk	Both
48	Trinity House	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal, including one adjacent.	The Chief Executive	Trinity House	Tower Hill, London, EC3N 4DH	Website	enquiries@trinityhouse.co.uk;	Both
49	The relevant Highways Authority	Site is within Lincolnshire	Head of Highways	Lincolnshire County Council	County Offices, Newland, Lincoln, LN1 1YL	Website	cschighways@lincolnshire.gov.uk	Both
50	The relevant Highways Authority	Site is within North Lincolnshire	Head of Highways	North Lincolnshire Council – Transport and Streets	Church Square House, 30 – 40 High Street, Scunthorpe, North Lincolnshire, DN15 6NL	.gov	highwaydevelopment@northlincs.gov.uk	Both
51	The relevant Highways Authority	M180 and M181 approx. 4km away	The Chief Executive	National Highways Company Ltd	Bridge House, 1 Walnut Tree Close, Quinton Business Park, Guildford, GU1 4LZ	Website	info@nationalhighways.co.uk	Both
52	The Secretary of State for Transport	On basis proposals could have some direct or indirect impact on the road or transport operation for which the Secretary of State for Transport is the highway authority.	The Secretary of State for Transport	Department for Transport	Great Minster House, 33 Horseferry Road, London, SW1P 4DR	.gov	POCorrespondence@dft.gov.uk	Both
53	The Secretary of State for Transport	On basis proposals could have some direct or indirect impact on the road or transport operation for which the Secretary of State for Transport is the highway authority.	[redacted]	Department for Transport	Great Minster House, 33 Horseferry Road, London, SW1P 4DR	.gov	[redacted]p@parliament.uk	Both

54	The Civil Aviation Authority	Humberside Airport and other airstrips are in vicinity	The Chief Executive	Civil Aviation Authority	Aviation House, Beehive Ringroad, Crawley, West Sussex, RH6 0YR	Website	[redacted]@caa.co.uk	Both	
55	The Health and Safety Executive	All applications need to consult the H&SE.	The Chief Executive	NSIP Consultations - The Health and Safety Executive	Building 2.2, Regrave Court, Merton Road, Bootle, L20 7HS	Website	NSIP.applications@hse.gov.uk	Both	
56	United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	The application will include chemicals/ poisions that could impact public health.	The Chief Executive	United Kingdom Health Security Agency	Environmental Hazards and Emergencies Department, Seaton House, City Link, Nottingham, NG2 4LA	.gov	nsipconsultations@ukhsa.gov.uk	Both	
57	NHS England	In England	The Chief Executive	NHS England	PO Box 16728, Redditch, B97 9PT	Website	england.contactus@nhs.net	Both	
58	The Crown Estate Commissioners	Crown Estate asset in Epworth to the south	The Chief Executive	The Crown Estate	The Crown Estate, 1 St James' Market, London, SQ1Y 4AH	Website	NSIP@thecrownestate.co.uk	Both	
59	The relevant police authority	All applications need to consult the relevant police authority.	The Police and Crime Commissioner for Humberside	Humberside Police	The Lawns, Harland Way, Cottingham, HU16 5SN	.gov	[redacted]@humberside.pnn.police.uk	Both	
60	The relevant police authority	All applications need to consult the relevant police authority.	The Police and Crime Commissioner for Humberside	Humberside Police	The Lawns, Harland Way, Cottingham, HU16 5SN	.gov	[redacted]@humberside.pnn.police.uk;	Both	
61	The relevant ambulance service	All applications need to consult the relevant ambulance service.	The Chief Executive	Yorkshire Ambulance Service National Health Service Trust	Trust Headquarters, Brindley Way, Wakefield 41 Business Park, Wakefield, WF2 0XQ	Website	[redacted]@nhs.net	Both	N
62	The relevant ambulance service	All applications need to consult the relevant ambulance service.	The Chief Executive	Yorkshire Ambulance Service National Health Service Trust	Trust Headquarters, Brindley Way, Wakefield 41 Business Park, Wakefield, WF2 0XQ	Website	[redacted]@nhs.net;	Both	N
63	The relevant fire and rescue authority	All applications need to consult the fire and rescue authority.	The Chief Executive	Humberside Fire and Rescue Service Headquarters	Summergroves Way, Hull, East Yorkshire, HU4 7BB	Website	[redacted]@humbersidefire.gov.uk;	Both	
64	The relevant fire and rescue authority	All applications need to consult the fire and rescue authority.	The Chief Executive	Humberside Fire and Rescue Service Headquarters	Summergroves Way, Hull, East Yorkshire, HU4 7BB	Website	[redacted]@humbersidefire.gov.uk;	Both	
65	The relevant fire and rescue authority	All applications need to consult the fire and rescue authority.	The Chief Executive	Humberside Fire and Rescue Service Headquarters	Summergroves Way, Hull, East Yorkshire, HU4 7BB	Website	[redacted]@humbersidefire.gov.uk	Both	
66	The relevant fire and rescue authority	All applications need to consult the fire and rescue authority.	The Chief Executive	Humberside Fire and Rescue Service Headquarters	Summergroves Way, Hull, East Yorkshire, HU4 7BB	Website	BusinesssafetyNL@humbersidefire.gov.uk;	Both	

67	Marine Management Organisation	Within marine area	The Chief Executive	Marine Management Organisation (MMO)	Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH	.gov	[redacted]@marinemanagement.org.uk	Both	
68	Marine Management Organisation	Within marine area	The Chief Executive	Marine Management Organisation (MMO)	Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH	.gov	marine.consents@marinemanagement.org.uk;	Both	
Statutory Undertakers									
71	The relevant Integrated Care Board	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	NHS Humber and North Yorkshire Integrated Care Board	Humber and North Yorkshire ICB, Health Place, Wrawby Road, Brigg, DN20 8GS	Website	hnyicb.corporateaffairs@nhs.net	Both	
72	NHS England	Application in England and Identified as stat undertaker by Regulation 11 List	The Chief Executive	NHS England	PO Box 16728, Redditch, B97 9PT	Website	england.contactus@nhs.net	Both	
73	Railways	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Network Rail Infrastructure Ltd	Network Rail, Waterloo General Office, London, SE1 8SW	Companies House	[redacted]@networkrail.co.uk	Both	
74	Railways	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Network Rail Infrastructure Ltd	Network Rail, Waterloo General Office, London, SE1 8SW	Companies House	AssetProtectionEastern@networkrail.co.uk;	Both	
75	Railways	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Network Rail Infrastructure Ltd	Network Rail, Waterloo General Office, London, SE1 8SW	Companies House	[redacted]@networkrail.co.uk;	Both	
76	Railways	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	Network Rail Infrastructure Ltd - North and East	Network Rail Property (Eastern Region), George Stephenson House, Toft Green, York, YO1 6JT	Online	TownPlanningLNE@networkrail.co.uk	Both	
77	Railways	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	National Highways Historical Railways Estate	National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham, B32 1AF	Website	hreenquiries@highwaysengland.co.uk	Both	
78	Canal Or Inland Navigation Authorities	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	Associated British Ports	PO Box 1, Port House, Northern Gateway, Hull, HU9 5PQ	Website	humber.general@abports.co.uk	Both	
79	Canal Or Inland Navigation Authorities	Relevant Statutory Undertaker	The Company Secretary	Associated British Ports Humber Estuary Services	Port Office, Cleethorpe Road, Grimsby, DN31 3LL	Website	[redacted]@abports.co.uk	Both	N

80	Canal Or Inland Navigation Authorities	Relevant Statutory Undertaker	The Company Secretary	Associated British Ports Humber Estuary Services	Port Office, Cleethorpe Road, Grimsby, DN31 3LL	Website	[redacted]r@abports.co.uk;	Both	N
81	Canal Or Inland Navigation Authorities	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal. Identified as stat undertaker by Regulation 11 List	The Chief Executive	Canal & River Trust	National Waterways Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire, CH65 4FW	Website	[redacted]@canalrivertrust.org.uk;	Both	
82	Canal Or Inland Navigation Authorities	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal. Identified as stat undertaker by Regulation 11 List	The Chief Executive	Canal & River Trust	National Waterways Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire, CH65 4FW	Website	[redacted]@canalrivertrust.org.uk	Both	
83	Canal Or Inland Navigation Authorities	On basis proposals will have some direct or indirect impact given its location adjacent to Canal and River Trust Locks/ canal. Several locks located along the Stainforth & Keadby Canal. Identified as stat undertaker by Regulation 11 List	The Chief Executive	Canal & River Trust	National Waterways Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire, CH65 4FW	Website	planning@canalrivertrust.org.uk;	Both	
84	Dock and Harbour authority	On basis proposals will have some direct or indirect impact given its location adjacent to the Port of Keadby. Identified as stat undertaker by Regulation 11 List	The Chief Executive	Port of Keadby	Station Road, Keadby, Scunthorpe, North Lincolnshire, DN17 3BN	Website	enquiries@pdports.co.uk	Both	
85	Dock and Harbour authority	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Chief Executive	Associated British Ports	PO Box 1, Port House, Northern Gateway, Hull, HU9 5PQ	Website	[redacted]l@abports.co.uk	Both	
86		Relevant Statutory Undertaker but not from the Reg 11 list	The Company Secretary	PD Ports Properties Limited	17-27 Queen's Square, Middlesbrough, TS2 1AH	Companies House		Post	N

87	Trinity House	Relevant Statutory Undertaker per Annex 1, Table 2 of PINS guidance	The Chief Executive	Trinity House	Tower Hill, London, EC3N 4DH	Website	[redacted]e@trinityhouse.co.uk	Both
88	Trinity House	Relevant Statutory Undertaker per Annex 1, Table 2 of PINS guidance	The Chief Executive	Trinity House	Tower Hill, London, EC3N 4DH	Website	enquiries@trinityhouse.co.uk;	Both
89	The Civil Aviation Authority	Relevant Statutory Undertaker per Annex 1, Table 2 of PINS guidance	The Chief Executive	Civil Aviation Authority	Aviation House, Beehive Ringroad, Crawley, West Sussex, RH6 0YR	Website	Airspace@caa.co.uk	Both
90	Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	NATS En-Route Safeguarding	4000 Parkway, Whiteley, Fareham, Hants, PO15 7FL	Website	natssafeguarding@nats.co.uk	Both
91	Universal Service Provider	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Royal Mail Group	185 Farringdon Road, London, EC1A 1AA	Companies House	[redacted]realestate.bnpparibas;	Both
92	Universal Service Provider	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Royal Mail Group	185 Farringdon Road, London, EC1A 1AA	Companies House	[redacted]@hotmail.co.uk	Both
93	Universal Service Provider	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Royal Mail Group	185 Farringdon Road, London, EC1A 1AA	Companies House	[redacted]an@royalmail.com;	Both
94	Homes and Communities Agency	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	Homes England	1 Friargat, Coventry, CV1 2GN	.gov	[redacted]@homesengland.gov.uk	Both
95	Homes and Communities Agency	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Chief Executive	Homes England	1 Friargat, Coventry, CV1 2GN	.gov	enquiries@homesengland.gov.uk;	Both
96	The Environment Agency		The Chief Executive	Environment Agency	Legal Services, Horizon House, Deanery Road, Bristol, BS1 5AH	.gov	LNplanning@environment-agency.gov.uk;	Both
97	The relevant water and sewage undertaker	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Anglian Water	PO Box 4994, Lancing, BN11 9AL	Website	spatialplanning@anglianwater.co.uk	Both
98	The relevant water and sewage undertaker	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Anglian Water	PO Box 4994, Lancing, BN11 9AL	Website	planningliaison@anglianwater.co.uk;	Both

99	The relevant water and sewage undertaker	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Severn Trent Water Limited	PO Box 409, Darlington, DL1 9WF	Website		Post	
100	The relevant water and sewage undertaker	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Severn Trent Water Limited	Severn Trent Centre, 2 St John's Street, Coventry, CV1 2LZ	Companies House		Post	
101	The relevant water and sewage undertaker	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Yorkshire Water	Western House, Halifax Road, Bradford, West Yorkshire, BD6 2SZ	Companies House	[redacted]@yorkshirewater.co.uk	Both	
102	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Cadent Gas Limited	Cadent, Pilot Way, Ansty, Coventry, CV7 9JU	Companies House	plantprotection@cadentgas.com;	Both	
103	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Cadent Gas Limited	Cadent, Pilot Way, Ansty, Coventry, CV7 9JU	Companies House	[redacted]@cadentgas.com	Both	
104	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Cadent Gas Limited	Cadent, Pilot Way, Ansty, Coventry, CV7 9JU	Companies House	[redacted]@cadentgas.com;	Both	
105	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Fulcrum Pipelines Limited	2 Europa View, Sheffield Business Park, Sheffield, S9 1XH	Companies House	FPLPlant@fulcrum.co.uk	Both	
106	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Fulcrum Pipelines Limited	2 Europa View, Sheffield Business Park, Sheffield, S9 1XH	Companies House	connectionrequest@fulcrum.co.uk;	Both	
107	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Indigo Pipelines Limited	200 Brook Drive, Green Park, Reading, RG2 6UB	Companies House	enquiries@indigopipelines.co.uk	Both	
108	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Energy Assets Pipelines Limited	Ship Canal House 98, King Street, Manchester, M2 4WU	Companies House	info@energyassetsnetworks.co.uk	Both	
109	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	ES Pipelines Limited	Bluebird House, Mole Business Park, Leatherhead, Surrey, KT22 7BA	Companies House		Post	
110	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Scotland Gas Networks plc	Axis House, 5 Lonehead Drive, Newbridge, Edinburgh, EH28 8TG	Companies House		Post	N

111	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Leep Gas Networks Limited	Level 2, Metro, 33 Trafford Road, Manchester, M5 3NN	Companies House		Post
112	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Harlaxton Gas Networks Limited	Toll Bar Road, Marston, Grantham, Lincolnshire, NG32 2HT	Companies House	info@harlaxtonenergynetworks.com	Both
113	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	GTC Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	plant.enquiries@bu-uk.co.uk;	Both
114	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	GTC Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	Customer.Services@gtc-uk.co.uk	Both
115	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	GTC Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	info@gtc-uk.co.uk;	Both
116	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Independent Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	plant.enquiries@bu-uk.co.uk;	Both
117	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Independent Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	Customer.Services@gtc-uk.co.uk	Both
118	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Independent Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	info@gtc-uk.co.uk;	Both
119	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Quadrant Pipelines Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP House	Companies House	info@gtc-uk.co.uk	Both
120	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Scotland Gas Networks Plc	Axis House, 5 Lonehead Drive, Newbridge, Edinburgh, EH28 8TG	Companies House	[redacted]@sgn.co.uk	Both
121	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Southern Gas Networks Plc	Axis House, 5 Lonehead Drive, Newbridge, Edinburgh, EH28 8TG	Companies House	[redacted]@sgn.co.uk	Both
122	The relevant public gas transporter	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Northern Gas Networks Limited	1100 Century Way, Thorpe Park Business Park, Colton, Leeds, LS15 8TU	Companies House	gasconnections@northerngas.co.uk;	Both

123	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Northern Gas Networks Limited	1100 Century Way, Thorpe Park Business Park, Colton, Leeds, LS15 8TU	Companies House	[redacted]@northerngas.co.uk	Both	
124	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Northern Gas Networks Limited	1100 Century Way, Thorpe Park Business Park, Colton, Leeds, LS15 8TU	Companies House	customercare@northerngas.co.uk;	Both	
125	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Wales and West Utilities Ltd	Wales & West House, Spooner Close, Coedkernew, Newport, South Wales, NP10 8FZ	Companies House	enquiries@wwutilities.co.uk	Both	
126	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	CNG Services Ltd	Virginia House, 56 Warwick Road, Olton, Solihull, West Midlands, B92 7HX	Companies House	info@cngservices.co.uk	Both	
127	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	ESP Connections Ltd	1st Floor, Bluebird House, Mole Business Park, Leatherhead, Surrey, KT22 7BA	Companies House	[redacted]@espug.com	Both	
128	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	ESP Networks Ltd	1st Floor, Bluebird House, Mole Business Park, Leatherhead, Surrey, KT22 7BA	Companies House		Post	
129	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	ESP Pipelines Ltd	1st Floor, Bluebird House, Mole Business Park, Leatherhead, Surrey, KT22 7BA	Companies House		Post	
130	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Last Mile Gas Ltd	Fenick House, Lister Way, Hamilton International Technology Park, Glasgow, Scotland, G72 0FT	Companies House	info@lastmile-uk.com	Both	
131	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Mua Gas Limited	Hiview House, Highgate Road, London, NW5 1TN	Companies House	mail@muagroup.co.uk	Both	
132	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Squire Energy Limited	Sentinel House, 10 – 12 Massetts Road, Horley, RH6 7DE	Companies House	enquiries@stark.co.uk	Both	
133	The relevant public gas transporter	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	National Gas	National Gas Transmission, National Gas House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA	Website	box.assetprotection@nationalgas.com	Both	
134	The relevant public gas transporter	Relevant Statutory Undertaker but not from the Reg 11 list	The Company Secretary	National Grid Gas PLC	1-3 Strand, London, WC2N 5EH	Companies House	PPRSTeam@cadentgas.com;	Both	N

135	The relevant public gas transporter	Relevant Statutory Undertaker but not from the Reg 11 list	The Company Secretary	National Grid Gas PLC	1-3 Strand, London, WC2N 5EH	Companies House	box.landandacquisitions@nationalgrid.com	Both	N
136	The relevant public gas transporter	Relevant Statutory Undertaker but not from the Reg 11 list	The Company Secretary	National Grid Gas PLC	1-3 Strand, London, WC2N 5EH	Companies House	plantprotection@cadentgas.com;	Both	N
137	The relevant electricity generator with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Keadby Developments Limited	SSE Plc, Keadby Power Station Trentside, Keadby, Scunthorpe, DN17 3EF	Companies House		Post	
138	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Indigo Power Limited	200 Brook Drive, Green Park, Reading, RG2 6UB	Companies House	[redacted]@indigopower.co.uk	Both	
139	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Eclipse Power Network Limited	25 Osier Way, Olney, MK46 5FP	Companies House	enquiries@eclipsepower.co.uk	Both	
140	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Energy Assets Networks Limited	Ship Canal House, 98 King Street, Manchester, M2 4WU	Companies House	info@energyassetsnetworks.co.uk	Both	
141	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Fulcrum Electricity Assets Limited	2 Europa View, Sheffield Business Park, Sheffield, S9 1XH	Companies House	enquiries@fulcrum.co.uk	Both	
142	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Harlaxton Energy Networks Limited	Toll Bar Road, Marston, Grantham, Lincolnshire, NG32 2HT	Companies House	info@harlaxtonenergynetworks.com	Both	
143	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Independent Power Networks Limited	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House	info@gtc-uk.co.uk	Both	
144	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	UK Power Distribution Limited	6500 Daresbury Park, Daresbury, Warrington, WA4 4GE	Website	newconnections@ukpowerdistribution.co.uk	Both	
145	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Utility Assets Limited	5 Brayford Square, London, E1 0SG	Companies House	asset.manager@utilityassets.co.uk	Both	
146	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Utility Assets Limited	5 Brayford Square, London, E1 0SG	Companies House	assetrecords@utilityassets.co.uk;	Both	
147	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker-Identified as stat undertaker by Regulation 11 List	The Company Secretary	Vattenfall Networks Limited	5th Floor, 70 St Mary Axe, London, EC3A 8BE	Companies House	idno.operations@vattenfall.com	Both	

148	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Vattenfall Networks Limited	5th Floor, 70 St Mary Axe, London, EC3A 8BE	Companies House	idno.care@vattenfall.com;	Both
149	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Vattenfall Networks Limited	5th Floor, 70 St Mary Axe, London, EC3A 8BE	Companies House	idno.regulation@vattenfall.com;	Both
150	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	National Grid Electricity Distribution (East Midlands) Limited	Avonbank, Feeder Road, Bristol, BS2 0TB	Companies House	assettprotection@nationalgrid.com	Both
151	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Aidien Ltd	International House, 1 St Katharine's Way, London, E1W 1YL	Companies House		Post
152	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	ESP Electricity Limited	1st Floor, Bluebird House, Mole Business Park, Leatherhead, Surrey, KT22 7BA	Companies House	ESPEminorworks@espug.com	Both
153	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Independent Distribution Connection Specialists Ltd	55 Baker Street, London, W1U 7EU	Companies House	info@idcsl.co.uk	Both
154	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Last Mile Electricity Ltd	Fenick House, Lister Way, Hamilton International Technology Park, Glasgow, Scotland, G72 0FT	Companies House	info@lastmile-uk.com	Both
155	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Mua Electricity Limited	Hiview House, Highgate Road, London, NW5 1TN	Companies House	mail@muagroup.co.uk	Both
156	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Optimal Power Networks Limited	No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH	Companies House	falconnections@sse.com	Both
157	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Squire Energy Metering Ltd	Sentinel House, 10 – 12 Massetts Road, Horley, RH6 7DE	Companies House	enquiries@stark.co.uk	Both
158	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Leep Electricity Networks Limited	Level 2, Metro, 33 Trafford Road, Manchester, M5 3NN	Companies House		Post
159	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	The Electricity Network Company Ltd	Synergy House, Windmill Avenue, Woolpit, Bury St Edmunds, IP30 9UP	Companies House		Post

160	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Northern Powergrid (Northeast) Plc	Lloyds Court, 78 Grey Street, Newcastle upon Tyne, NE1 6AF	Companies House	property@northernpowergrid.com	Both	
161	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Northern Powergrid (Yorkshire) Plc	Lloyds Court, 78 Grey Street, Newcastle upon Tyne, NE1 6AF Court	Companies House	[redacted]@Northernpowergrid.com	Both	
162	The relevant electricity distributor with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	Northern Powergrid (Yorkshire) Plc	Lloyds Court, 78 Grey Street, Newcastle upon Tyne, NE1 6AF	Companies House	property@northernpowergrid.com;	Both	
163	The relevant electricity transmitter with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	National Grid Electricity Transmission Plc	1-3 Strand, London, WC2N 5EH	Companies House	box.landandacquisitions@nationalgrid.com	Both	
164	The relevant electricity transmitter with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Company Secretary	National Grid Electricity Transmission Plc	1-3 Strand, London, WC2N 5EH	Companies House	[redacted]@nationalgrid.com;	Both	
165	The relevant electricity transmitter with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Chief Executive	National Grid Electricity System Operation Limited	1-3 Strand, London, WC2N 5EH	Companies House	box.customerservice@nationalgrideso.com	Both	
166	The relevant electricity transmitter with CPO Powers	Relevant Statutory Undertaker- Identified as stat undertaker by Regulation 11 List	The Chief Executive	National Grid Electricity System Operation Limited	National Grid ESO, Faraday House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA	Website	box.customerservice@nationalgrideso.com	Both	
167	The National Health Service Commissioning Board	NHS CB is the same as NHS England	The Chief Executive	National Health Service Commissioning Board	PO Box 16728, Redditch, B97 9PT	Website	england.contactus@nhs.net	Both	N
168	The relevant NHS Trust	The nearest hospital to the site.	The Chief Executive	Scunthorpe General Hospital	Cliff Gardens, Scunthorpe, North Lincolnshire, DN15 7BH	Website	nlg-tr.enquiries@nhs.net	Both	N
169	The relevant NHS Trust	Lincs and Notts is the relevant air ambulance service.	The Chief Executive	Yorkshire Air Ambulance	10 South Lane, Elland, West Yorkshire, HX5 0HQ	Companies House	info@yaa.org.uk	Both	N
170	The relevant NHS Trust	The relevant air ambulance service.	The Chief Executive	LINCOLNSHIRE AND NOTTS AIR AMBULANCE	Lincs & Notts Air Ambulance Headquarters Hems Way, Off Sleaford Road, Lincoln, LN4 2QW	Companies House	info@ambucopter.org.uk	Both	N
171	The relevant NHS Trust	The relevant air ambulance service.	The Chief Executive	THE CHILDREN'S AIR AMBULANCE	BLUE SKIES HOUSE, Butler's Leap, Rugby, Warwickshire, CV21 3RQ	Companies House	contact@theairambulanceservice.org.uk	Both	N

Appendix 9B: Map of Local Authorities relative to the location of the Site

East Riding of Yorkshire Council

North Lincolnshire Council

Doncaster Metropolitan Borough Council

North East Lincolnshire Council

Bassetlaw District Council

West Lindsey District Council

Nottinghamshire County Council

Lincolnshire County Council

1:680,000@ A3

10 5 0 10 20 30 40 km

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N

AECOM

PROJECT

Keadby Next Generation Power Station

CONSULTANT

AECOM Limited
Midpoint,
Alencon Link,
Basingstoke, RG21 7PP
www.aecom.com

LEGEND

- DCO Application Site
- Councils in which development is situated ("B" authority)
- Lower tier authority which shares a boundary with North Lincolnshire Council ("A" authority)
- Unitary authority which shares a boundary with North Lincolnshire Council ("A" authority)
- Upper tier authority which shares a boundary with North Lincolnshire Council ("A" authority)

NOTES

ISSUE PURPOSE

Statutory Consultation

PROJECT NUMBER

60721867

FIGURE TITLE

HOST AND NEIGHBOURING COUNTY AND DISTRICT COUNCILS AND UNITARY AUTHORITY BOUNDARIES

FIGURE NUMBER

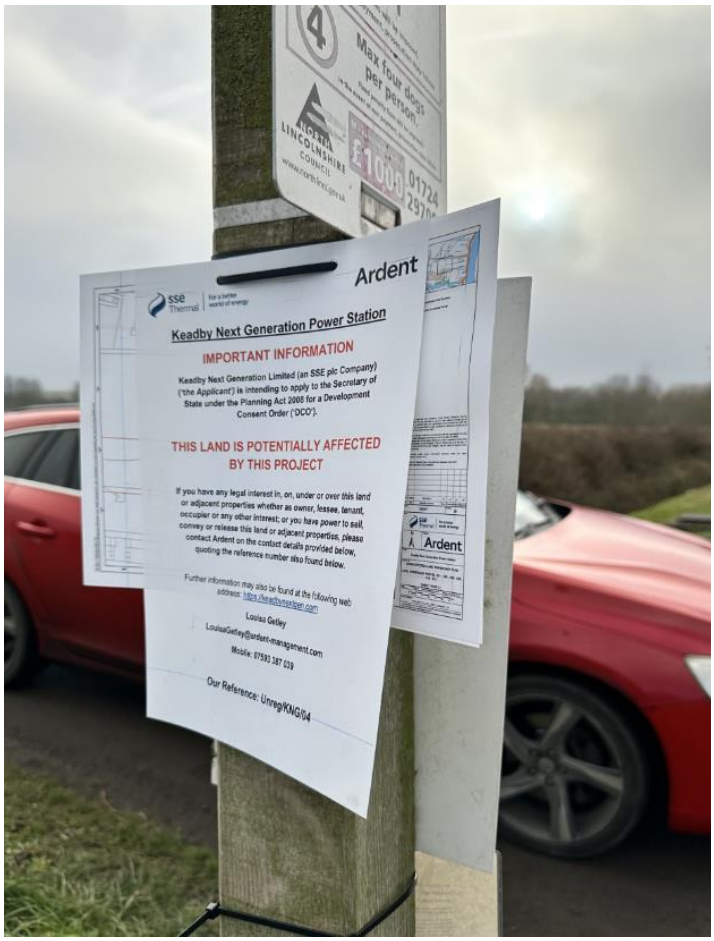
Appendix 9B

Revision: 0 Drawn: MAB Checked: SM Approved: AC Date: 2025-03-14

Filename: I:\5\04 - Information Systems\60721867_Keadby_Hydrogen_DCO\02_Maps\Consultation\Hy_CONS_Fig_I4_Neighbouring_Authorities_A3_20250312_R00.aprx

Appendix 9C: Unregistered Site Notices

9C.1 Site notices during Week 1



Appendix 9C: Unregistered Site Notices

Appendix 9C: Unregistered Site Notices

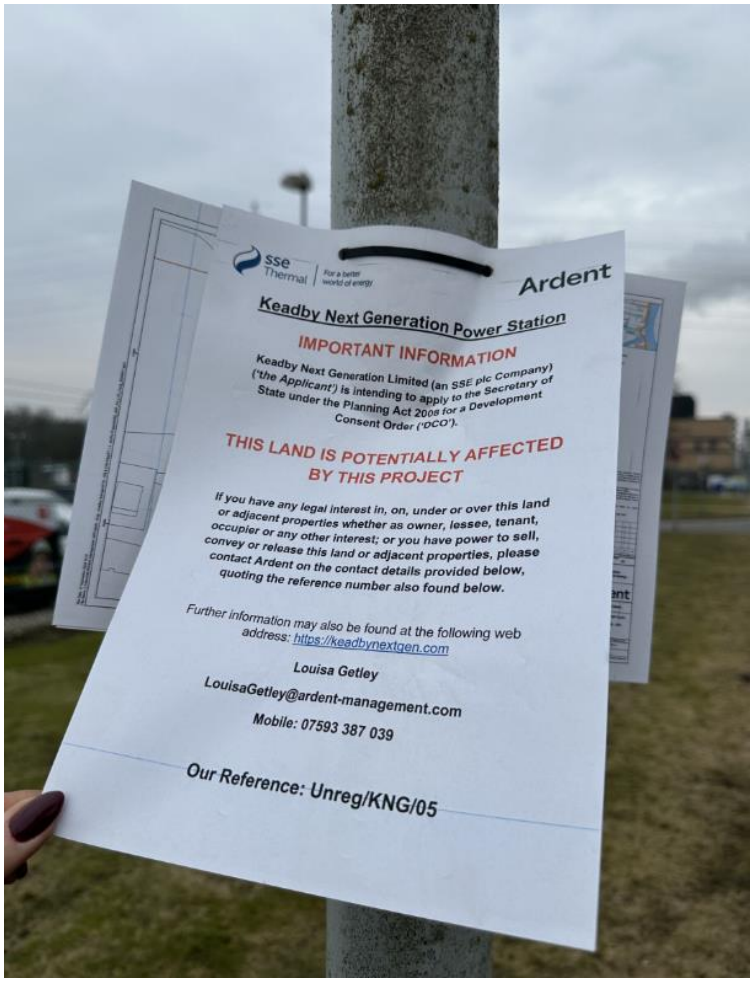
9C.2 Site notices during Week 2

Appendix 9C: Unregistered Site Notices

9C.3 Site notices during Week 3

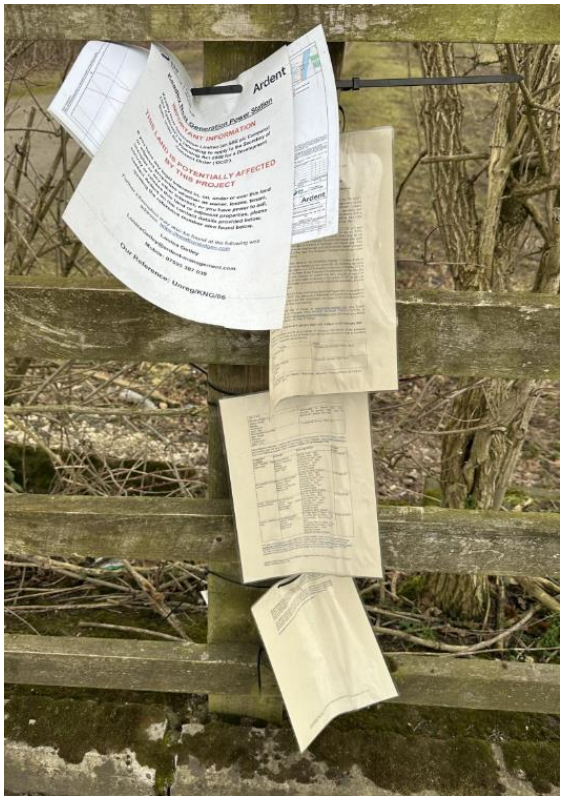
Appendix 9C: Unregistered Site Notices

9C.4 Site notices during Week 4



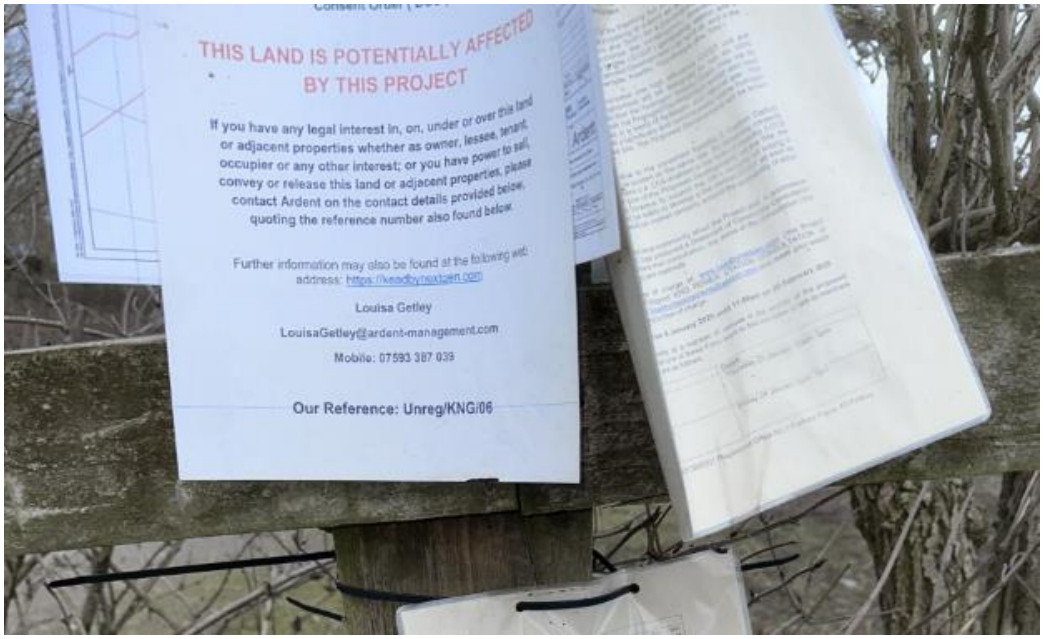
Appendix 9C: Unregistered Site Notices

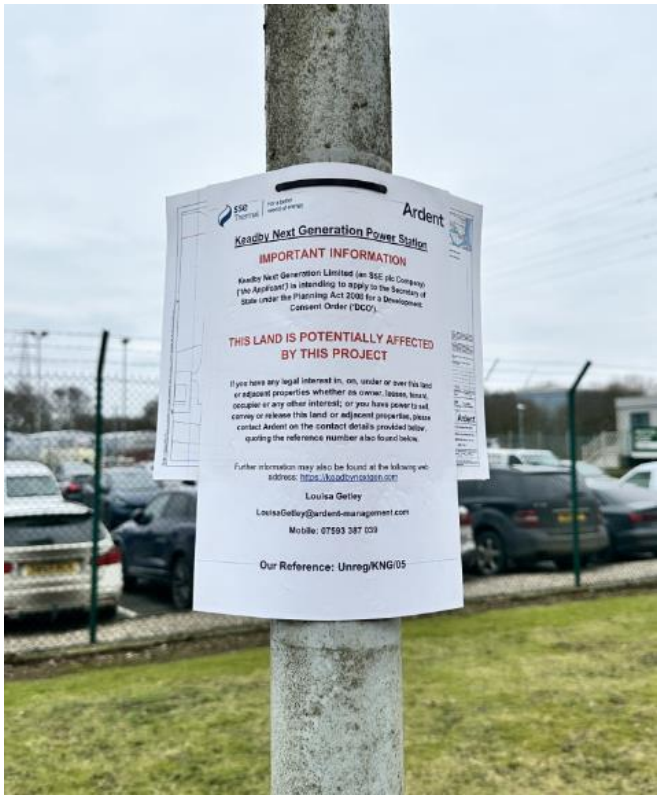
9C.5 Site notices during Week 5



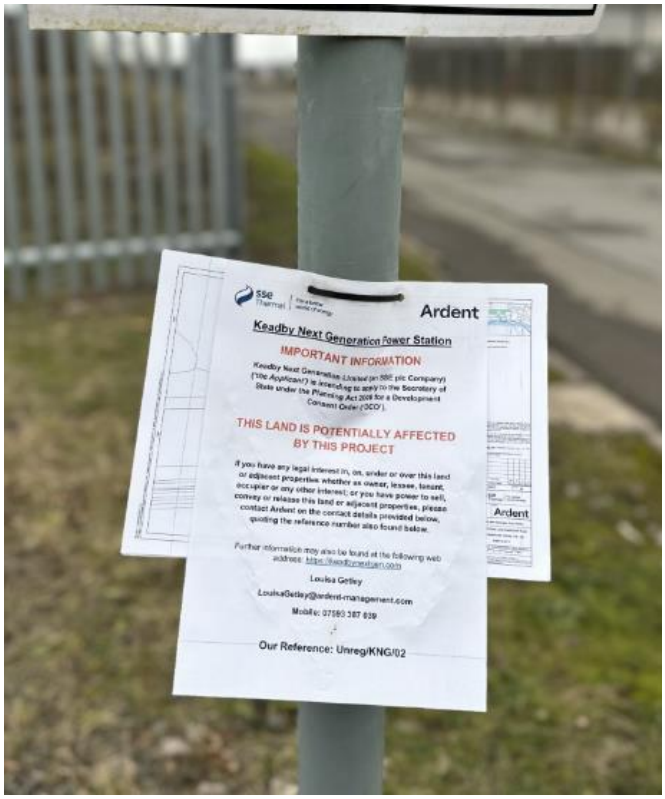
Appendix 9C: Unregistered Site Notices

9C.6 Site notices during Week 6



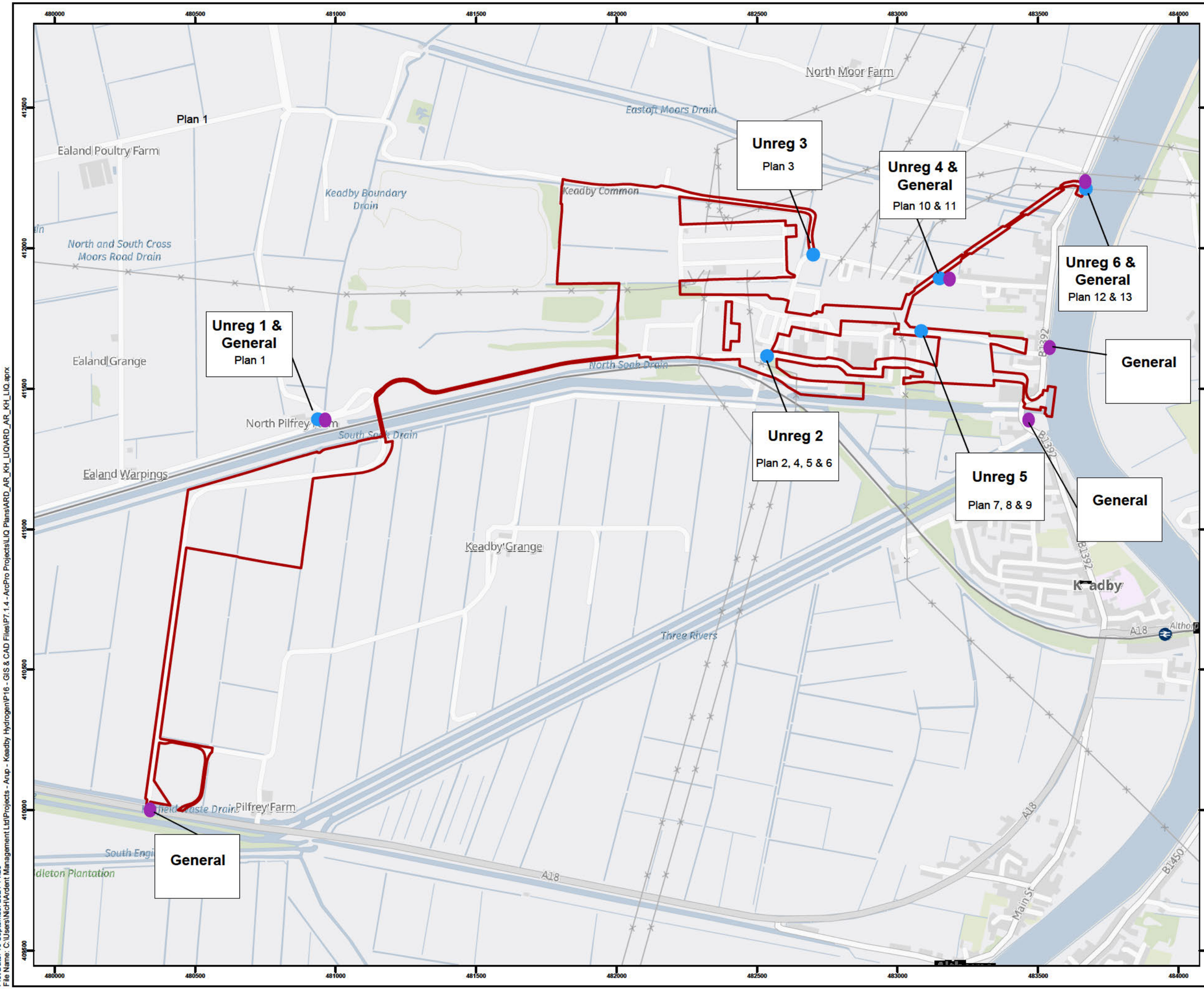


Appendix 9C: Unregistered Site Notices



Appendix 9C: Unregistered Site Notices

Appendix 9D: Map of Unregistered Site Notices and Section 47 Notices



KEY PLAN

Key

- Scheme Red Line Boundary
- Section 47 Site Notice (General)
- Unregistered Site Notice

Rev.	Date	Description of revision	Drawn	Checked	Review'd	Approv'd
P00	16/09/24	FIRST ISSUE	XX	YY	ZZ	WW

Status: FOR INFORMATION
Revision: 00

Client: sse Thermal | For a better world of energy

Designer: Ardent

Project: KEADBY NEXT GENERATION

Drawing Title: OVERVIEW PLAN

Scale 1:12,500 @ A3 | Spatial Reference System: British National Grid

0 30 60 120 180 240 300 360 420 480 Metres

Drawing reference: ARD_ARP_KH_OV

Plot Date: 16 September 2024 14:20
File Name: C:\Users\NiCH\Ardent Management Ltd\Projects - Arup - Keadby HydrogenP16 - GIS & CAD Files\P7.1.4 - ArcPro Projects\LIQ Plans\ARD_AR_KH_LIQARD_AR_KH_LIQ.aprx

Appendix 9E: List of Section 44 persons consulted

ID	Contact Name	Interested Party
1	[redacted]	
2	[redacted]	
3	[redacted]	
4	[redacted]	
5	[redacted]	
6	The Company Secretary	Associated Waterway Services Limited
7	The Company Secretary	Barclays Security Trustee Limited
8	The Company Secretary	British Telecommunications PLC
9	The Chief Executive	Canal & River Trust
10	[redacted]	C/O Scunthorpe Cadets
11	[redacted]	
12	[redacted]	
13	The Chief Executive	Environment Agency
14	The Company Secretary	Glew J R Junior & Co Limited
15	The Company Secretary	Harmony KB Limited
16	[redacted]	
17	[redacted]	
18	The Company Secretary	Keadby Developments Limited
19	The Company Secretary	Keadby Generation Limited
20	The Company Secretary	Keadby Wind Farm Limited

21	[redacted]	C/O Scunthorpe Cadets
22	The Company Secretary	Lidsey Renewables Limited
23	The Company Secretary	Metro Bank PLC
24	The Company Secretary	National Gas Transmission PLC
25	The Company Secretary	National Grid Electricity Transmission PLC
26	The Company Secretary	Network Rail Infrastructure Limited
27	[redacted]	[redacted]
28	The Chief Executive	North Lincolnshire Borough Council
29	The Company Secretary	Northern Powergrid (Yorkshire) PLC
30	The Company Secretary	Openreach Limited
31	The Company Secretary	PD Ports Properties Limited
32	[redacted]	C/O Scunthorpe Cadets
33	The Company Secretary	Railway Wharf (Keadby) Limited
34	[redacted]	[redacted]
35	[redacted]	[redacted]
36	[redacted]	[redacted]
37	[redacted]	[redacted]
38	The Company Secretary	Severn Trent Water Limited
39	[redacted]	
40	The Company Secretary	SSE Generation Limited
41	The Company Secretary	SSE PLC

42	[redacted]	[redacted]
43	The Chief Executive	Isle of Axholme and North Nottinghamshire Water Level Management Board
44	The Company Secretary	The King's Most Excellent Majesty in Right of His Crown
45	[redacted]	[redacted]
46	The Company Secretary	Vodafone Limited
47	The Company Secretary	Yorkshire Water Services Limited
48	The Company Secretary	Arqvia Limited
49	The Company Secretary	CityFibre Networks Limited
50	The Company Secretary	ENGIE
51	The Company Secretary	ESP Infrastructure Limited
52	The Company Secretary	EXA Infrastructure Limited
53	The Company Secretary	Fulcrum Pipelines Limited
54	The Company Secretary	SSE Utility Solutions Limited
55	The Company Secretary	Utility Assets Limited
56	The Company Secretary	Zayo Limited

Appendix 9F: List of Non-Prescribed Consultees contacted

ID	Contact Name	Organisation Name
1	The Chief Executive	Lincolnshire Wildlife Trust
2	The Chief Executive	Greater Lincolnshire Local Economic Partnership
3	The Chief Executive	Lincolnshire Wolds Countryside Service
4	The Company Secretary	Airwave Solutions Limited
5	The Company Secreatary	Eastern Power Networks Plc
6	The Company Secretary	UK Power Networks Limited
7	The Company Secretary	Doncaster Sheffield Airport Limited
8	The Company Secretary	Humberside International Airport Limited
9	The Chief Executive	Sandtoft Airfield
10	The Company Secretary	Leeds Bradford Airport Limited
11	The Chief Executive	National Police Air Service (NPAS)
12	The Company Secretary	Railway Wharf (Keadby) Limited
13	The Company Secretary	Forbury Assets Limited

Appendix 10A: Example Section 42(1)(a), (b), and (d) letter

Date: 9th January 2025
Your ref: EN0110001

69 Carter Lane
London
EC4V 5EQ

Name
Address

Dear Sir or Madam

KEADBY NEXT GENERATION POWER STATION

LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION, TRENTSIDE, KEADBY, SCUNTHORPE DN17 3EF

CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Keadby Next Generation Limited ('the Applicant') is a 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. The Applicant is proposing to apply for development consent pursuant to Section 37 of the Planning Act 2008 (the 'PA 2008') for the construction, operation and maintenance of a combined cycle gas turbine ('CCGT') generating station with a capacity of up to 910MW electrical output (the 'Proposed Development'). The Proposed Development will be known as Keadby Next Generation Power Station.

The Proposed Development would be located on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe (the 'Project Site').

The Proposed Development

The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen. However, it is currently anticipated that the hydrogen supply chain may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas. This scenario would be required until such time as a technically and commercially viable hydrogen supply chain option becomes available to the Site.

The Proposed Development is an alternative to the Keadby 3 Carbon Capture and Storage (CCS) Power Station ('Keadby 3 CCS Power Station'), which has already been consented under the PA 2008, and would be located on the same site. By obtaining consents for both low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Project Site, the applicant and its parent company can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

The Proposed Development will be located entirely within the administrative boundary of North Lincolnshire Council ('NLC').

The Proposed Development will generate in excess of 50 megawatts ('MWe') and will therefore be a Nationally Significant Infrastructure Project ('NSIP'). The Applicant will therefore require development consent under the PA 2008.

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the Secretary of State for Energy Security and Net Zero (the 'SoS') in August 2025. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

A DCO is a type of legislation known as a Statutory Instrument which contains the powers (including planning permission) needed to develop the power station and any associated development needed to operate it. As the Proposed Development is a NSIP instead of a submitting a planning application to NLC, the Applicant must apply to the Planning Inspectorate ('PINS'), who act on behalf of the SoS, for a DCO. PINS will carry out an examination of the application on behalf of the SoS, who will then make the final decision on the application.

Further information relating to Keadby Next Generation Power Station is provided in this letter and within the Consultation Documents, including a Preliminary Environmental Information Report ('PEIR') and a Non-Technical Summary ('NTS'). If you are receiving this letter via e-mail then the body of the e-mail will contain a fileshare link to download the documents. The Consultation Documents, and the range of alternative methods of obtaining these, are described further toward the end of this letter.

Any comments and representations you may have on Keadby Next Generation Power Station should be submitted to the Applicant no later than **11.59pm on 20 February 2025**. Details of how to make comments/representations are provided toward the end of this letter.

Section 42 'Duty to consult' & EIA Regulation 13 'Pre-application publicity under Section 48 (duty to publicise)'

Section 42 of the PA 2008 requires prospective applicants for a DCO to consult on their proposed application with those persons specified in the PA 2008 and in regulations made pursuant to the PA 2008. These persons ('prescribed persons') include local authorities, prescribed consultation bodies and affected/potentially affected landowners and other interests in land. The consultation must be carried out prior to submitting the application for development consent to PINS.

The Applicant has identified a number of persons and organisations which it is required to consult for the purposes of Section 42 of the PA 2008. It has been determined that you, or your organisation, is, or may be, a 'prescribed person' for the purposes of Section 42. The Applicants therefore wish to seek your views on their proposals for Keadby Next Generation Power Station.

Section 48 of the PA 2008 also requires applicants for development consent to publicise their proposed application by publishing a notice (a 'Section 48 Notice') once in a national newspaper, once in the London Gazette, and in the case of a project like Keadby Next Generation Power Station that involves tidal waters (the River Trent) in the UK marine area, in the Lloyds List and an appropriate fishing journal, and for at least two successive weeks in a local newspaper circulating in the vicinity of the land to which the project relates.

Regulation 13 of 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017' (the 'EIA Regulations') requires applicants, at the same time as publishing the Section 48 Notice, to

serve a copy of that notice on the 'consultation bodies' and to any person notified to the applicant by the SoS under Regulation 11(1)(c) of the EIA Regulations. No persons were notified to the Applicant under Regulation 11(1)(c).

Given that some of the recipients of this letter are consultation bodies for the purposes of Regulation 13 of the EIA Regulations a copy of the Section 48 Notice that is being published is appended to this letter.

The Applicant

Keadby Next Generation Limited is a 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. Keadby Next Generation Power Station is being developed with Equinor. In 2022 Equinor published their Energy Transition Plan outlining measures to enable them to deliver on their net-zero ambition. As part of this plan Equinor have since increased investment in solar, offshore wind, carbon capture and storage, solar and hydrogen projects. 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, battery-storage, energy networks and gas storage projects.

SSE plc owns and operates the adjacent Keadby 1 and Keadby 2 Power Stations. On 7 December 2022 a Development Consent Order was granted for Keadby 3 Carbon Capture Storage (CCS) Power Station.

The Project Site

The Project Site lies entirely within the administrative boundary of North Lincolnshire Council and comprises land at, and in the vicinity of, the existing Keadby Power Stations, located at grid reference 482351 411796. In total the Project Site extends to 70.9 hectares.

The Project Site includes land for the proposed power station, in addition to land for gas, electrical and water connection corridors, a waterborne transport off-loading area adjacent to the River Trent, construction and laydown areas, land within the operational boundaries of Keadby 1 and Keadby 2 for utilities connections and other associated development.

Components of the Proposed Development

The Proposed Development is anticipated to consist of: a new-build CCGT electricity generating station fuelled by hydrogen or natural gas with a gross electricity generating capacity of up to 910MW comprising:

- a CCGT plant;
- cooling infrastructure;
- hydrogen gas reception facility (for the Applicant's infrastructure);
- natural gas reception facility (for the Applicant's infrastructure);
- natural gas and hydrogen blending equipment (for the Applicant's infrastructure); and
- supporting facilities including administration and control buildings, workshops, stores, raw water storage tank(s), demineralised water treatment plant including storage tanks and permanent laydown areas for operation and maintenance activities.

It is also anticipated that the proposal would include the following associated development:

- surface water drainage systems, including works to existing drainage systems;
- electrical, gas, potable water supply, foul water drainage and telecommunications infrastructure connections and works, and works to alter the position of such services and utilities connections;
- hard standings and hard landscaping;
- soft landscaping, including bunds and embankments;
- external lighting, including lighting columns;
- gatehouses and weighbridges;
- closed circuit television cameras and columns and other security measures;
- site establishment and preparation works, including site clearance, demolition works, earthworks and excavations; land raising; temporary construction access; alteration of services and utilities; and works for the protection of buildings and land;
- temporary construction laydown areas and contractor facilities, including materials and plant storage and laydown areas; generators; concrete batching facilities; vehicle and cycle parking facilities; pedestrian and cycle routes and facilities; offices and staff welfare facilities; security fencing and gates; external lighting; roadways and haul routes; wheel wash facilities; and signage;
- vehicle parking and cycle storage facilities;
- accesses, roads and pedestrian and cycle routes; and
- temporary works associated with the maintenance of the authorised development.

Why is Keadby Next Generation Power Station needed?

The Proposed Development is being progressed to contribute to the UK's goal of achieving net-zero carbon emissions by 2050. It aims to provide a sustainable energy solution that reduces reliance on fossil fuels and lowers greenhouse gas emissions.

As the amount of intermittent renewable energy on the system increases, the Applicant knows that there will still be a requirement for flexible forms of generation to respond to market changes and ensure security of supply. SSE plc and the Applicant believe flexible and efficient hydrogen-fired generation will play this critical role in the transition to Net Zero emissions, providing reliable back-up power to complement renewables and displacing older and more carbon-intensive alternatives.

Environmental Impact Assessment

Keadby Next Generation Power Station is an "EIA Development" as defined in Regulation 3(1) of the EIA Regulations. The Applicant is therefore required to carry out an Environmental Impact Assessment of the Proposed Development and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Proposed

Development on the environment. The Applicant has already notified the SoS under Regulation 8(1)(b) of the EIA Regulations that it proposes to provide an ES as part of the DCO application.

Environmental information which the Applicant has compiled is being made available during the statutory consultation period in the form of a PEIR and NTS.

Powers sought by the Applicant

The Applicant may seek through the proposed application, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for Keadby Next Generation Power Station and the temporary occupation of land for the project.

Other powers that the application may seek, if found to be required, 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 Proposed Development; 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.

Consultation Documents

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

- A location plan showing the extent of the Project Site edged in red and the development areas of the Project Site (Ref. PEIR Figure 3.3);
- the PEIR and its NTS; and
- the Section 48 Notice that is being published.

These documents along with the Statement of Community Consultation, a community newsletter, and other documentation are available to view or download free of charge from the project website: www.keadbynextgen.com/library from **9 January 2025** to **20 February 2025**.

If you are unable to access the website or have any queries in relation to the consultation documents please telephone: 01202 043652 (from **9 January 2025** to **20 February 2025**) or email: keadbydevelopments@aecom.com You can request a paper copy of the Consultation Documents free of charge (with the exception of the full PEIR which will be charged at a maximum of £500).

Responding to the Consultation

Comments can be submitted in the following ways:

Via our website: comments can be submitted by using the online form that will be made available from 9 January 2025 via www.keadbynextgen.com.

By email: keadbydevelopments@aecom.com

By post: Freepost KNG POWER STATION CONSULTATION. A paper copy of the online form can be made available upon request.

By telephone: 01202 043652. 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 Keadby Next Generation Power Station should be submitted to the Applicant no later than **11.59pm on 20 February 2025**.

Your feedback will be used to improve the project and may be published in anonymised form as part of our Consultation Report. We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, please review our privacy notice at www.keadbynextgen.com/privacy.

Yours faithfully,

[redacted]

[redacted]
Partner – Head of Planning
DWD – on behalf of H2 Teesside Limited
[redacted]
[redacted]

Appendix 10B: Responses from Section 42 and Non-Prescribed Consultees

ID	Date received	Consultee Name and Email Address	Response
E01	10 January 2025	Anglian Water Services Limited planningliaison@anglianwater.co.uk	This application is outside of Anglian Water's boundary – we have no comments to make thereon. Please note Anglian Water will only comment on matters within our boundaries.
E02	10 January 2025	GTC plant.enquiries@bu-uk.co.uk	Do you happen to have a shapefile for the site layout? That way I can accurately check what assets we have in your vicinity.
E03	10 January 2025	Environment Agency [redacted]	Thank you for your consultation. Please can you send the GIS Shapefile, showing the new site boundary?
E04	10 January 2025	North Lincolnshire Council planningapplications@northlincs.gov.uk	Thank you for the formal consultation on the above proposal. Please direct any enquiries to the case officer. Development Management | Business Development | North Lincolnshire Council Church Square House 30-40 High Street Scunthorpe DN15 6NL
E06	13 January 2025	North Lincolnshire Council [redacted]	Of all the Planning Documents for the current consultation, this is the only one not available to download. (PEIR Appendix 15A Cultural Heritage)
E07	13 January 2025	Shiregroup of Internal Drainage Board [redacted]	The site is outside of the areas covered by Goole Fields District Drainage Board, Scunthorpe and Gainsborough Water Management Board, and Acholme Internal Drainage Board and those Boards have no comments at this stage.
E08	13 January 2025	Marine Management Organisation [redacted]	I am emailing on behalf on the Marine Management Organisation with regards to the Section 42 consultation for the Keady next generation power station project. I have given the project a quick review and note that some of the proposed works are within in the marine environment and thus within our remit for review. To enable the MMO to carry out a thorough review and provide a bespoke response, we need to be able to set up the case on our internal system and charge for our time, in order to do this we need to set up a fee estimate. Do you have a contact/contact details for us to be able to set everything up? Given that we would need time to review all the documentation as well as consult our scientific advisors, a prompt response would be appreciated.
E25	13 January 2025	UK Civil Aviation Authority asddocs@caa.co.uk	While the CAA has a duty to provide aviation safety advice when requested, it is not a statutory consultee for planning applications (unless its own property is affected). In order to reduce the time devoted to unnecessary consultations, the following guidance aims to clarify requirements.

Other than the consultation required by Section 110 of the Localism Act 2011, it is not necessary to consult the CAA about:

- Strategic Planning Documents (e.g., Local Development Framework and Core Strategy documents) other than those with direct aviation involvement (e.g. Regional Renewable Energy Plans);
- Waste Plans
- Screening Options
- Low-rise structures, including telecommunication masts. With the exception of wind turbine developments, the CAA is unlikely to have any meaningful input related to applications associated with structures of a height of 100 feet or less that are situated away from aerodromes or other landing sites
- Orders affecting Rights of Way or Footpaths
- Sub-surface developments
- General planning applications not affecting CAA property
- Solar Photovoltaic Panels (SPV)

In all cases where the above might affect an airport, the airport operator is the appropriate consultee.

Where the above might affect a NATS installation the consultee is:

NATS

Mailbox 27

NATS Corporate and Technical Centre

4000 Parkway

Whitely, Fareham

Hants PO15 7FL

Please be advised that we will no longer respond to future correspondence received regarding the above subjects. Where consultation is required under Section 110 of the Localism Act 2011 the CAA will only respond to specific questions (but will nevertheless record the receipt of all consultations).

It is necessary to consult the CAA in the following situations:

- When a Local Planning Authority is minded to grant permission for a development to which a statutorily safeguarded airport or NATS Plc has objected, Email (preferred option) asddocs@caa.co.uk or write to:

Airspace, Aerodromes and ATM

Civil Aviation Authority

Aviation House

Gatwick Airport

West Sussex RH6 0YR

			• When a Local Planning Authority is considering a proposed development involving wind turbines, email windfarms@caa.co.uk (preferred option) or write to: Airspace Regulation Airspace, Aerodromes and ATM Civil Aviation Authority Aviation House West Sussex RH6 0YR • When a development involves structures of a height of 90 metres or more, lasers or floodlights, email airspace@caa.co.uk (preferred option) or write to: Airspace Regulation Airspace, Aerodromes and ATM Civil Aviation Authority Aviation House Crawley West Sussex RH6 0YR Further information on consultation requirements can be found on the CAA website, including document entitled Guidance on CAA Planning Consultation Requirements. Please could you ensure that your Planning Officers are aware of these principles and the revised policy and that any associated procedures are amended with immediate effect.
E09	14 January 2025	Arqvia Limited [redacted]@pegasusgroup.co.uk	Pegasus Group act on behalf of Arqvia Limited in respect of town planning matters throughout the UK. Arqiva are responsible for the operation and maintenance of much of the UK's digital broadcast (television and radio) network coverage and take an active interest in development which may impact upon the functionality of their linkages. I have been forwarded your Section 42 consultation notification in respect of Keadby Next Generation Power Station. According to the Site Location Map provided, Arqiva has no existing infrastructure that would be impacted by the proposals.
E11	15 January 2025	GTC plant.enquiries@bu-uk.co.uk	Thank you for your email and sending the shapefile across. I have uploaded this to our GIS platform and checked this against our asset map. Please take this email as a confirmation that GTC has no assets within the order limits of this search area and therefore no objections to your clients' proposals.
E12	16 January 2025	West Lindsey District Council officer@westlindsey.council-planning.uk	Application Number: WL/2025/00033 Proposal: Written enquiry: Statutory consultation on the Keadby Next Generation Power Station Location: Valid Date: 10/01/2025 Decision Due Date: 20/02/2025

			Thank you for your communication in relation to the above which is now receiving attention. Please quote the application reference number when contacting this office as it will help staff to assist you.
E14	16 January 2025	Isle of Axholme and North Nottinghamshire Water Level Management Board [redacted]@lmdb.co.uk	16 January 2025 North Lincolnshire Council - planning@northlincs.gov.uk Reference: EN0110001 Location: Land at, and in the vicinity of the existing Keadby Power Station, Trentside Parish: Keadby with Althorpe CP Proposal: Notice of proposed application for a development consent order pursuant to the Planning Act 2008 for the Keadby Next Generation Power Station. Applicant: DWD NGR: 482255 - 411863 We refer to the above application and make the following observations: The site is within the Isle of Axholme and North Nottinghamshire Water Level Management Board district. There are numerous Board maintained watercourses in proximity to the site. These are shown on the attached plan. The Board's consent is required to erect any building or structure (including walls and fences), whether temporary or permanent, or plant any tree, shrub, willow or other similar growth within 9 metres of the top edge of any Board maintained watercourse or the edge of any Board maintained culvert. The Board's consent is required for any works, whether temporary or permanent, in, over or under, any Board maintained watercourse or culvert. The Board will require any cable crossings to be provided by means of HDD (or other trenchless methods) at a depth no less than 2 metres PLUS the cable safety distance below the hard bed level. The erection or alteration of any mill dam, weir or other like obstruction to the flow, or erection or alteration of any culvert, whether temporary or permanent, within the channel of a riparian watercourse will require the Board's prior written consent. The Board's Planning and Byelaw Policy, Advice Notes and Application form is available on the website - www.wmc-idbs.org.uk/IOAANN The Board's consent is required for any works that increase the flow or volume of water to any watercourse or culvert within the Board's district (other than directly to a main river for which the consent of the Environment Agency will be required). The Board's consent is required irrespective of any permission gained under the Town and Country Planning Act 1990. The Board's consent will only be granted where proposals are not detrimental to the flow or stability of the watercourse/culvert or the Board's machinery access to the watercourse/culvert which is required for annual maintenance, periodic improvement and emergency works. It is not anticipated that the dissaplication of powers will be needed or appropriate in the case of this development and as such the Boards consent will be required where appropriate. Surface water run-off rates to receiving watercourses must not be increased as a result of the development.

			If you require any further information please do not hesitate to contact the Board's Planning and Development Control Officer, Darren Cowling.
E15	16 January 2025	NHS England england.casework@nhs.ne	Thank you for contacting NHS England. We have forwarded your correspondence to the relevant team for their information and action if necessary. I hope this is helpful.
E16	17 January 2025	West Lindsey District Council officer@westlindsey.council-planning.uk	Initial Reference Number: HC/2025/00050 Proposal: Location: Thank you for your application which has been received on 09/01/2025. The application will now be validated and if everything submitted is acceptable the application will progress through the consultation stage. If the application fails validation we will contact you and request more information. Your application has been given the application reference number detailed above. Please quote this number when writing to me or telephoning this office as it will help my staff to assist you.
E17	17 January 2025	West Lindsey District Council officer@westlindsey.council-planning.uk	Initial Reference Number: HC/2025/00051 Proposal: Location: Thank you for your application which has been received on 09/01/2025. The application will now be validated and if everything submitted is acceptable the application will progress through the consultation stage. If the application fails validation we will contact you and request more information. Your application has been given the application reference number detailed above. Please quote this number when writing to me or telephoning this office as it will help my staff to assist you.
E18	22 January 2025	Marine Management Organisation [redacted]@marinemanagement.org.uk	Just a reminder that we haven't had a response to the below yet. As such, it is unlikely that we will now be able to provide bespoke advice to the project for areas within our remit and will instead issue a standard response. Please could we be contacted about this project as soon as possible to enable us to proceed with a review of this project.
E19	22 January 2025	Ministry of Defence [redacted]@mod.gov.uk	MOD Safeguarding – SOSA (Site outside of statutory safeguarding areas) Proposal: CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 Location: Land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF Grid Ref: 481924, 412251

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development. The consultation correspondence was received by this office.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

The applicant has submitted consultation in accordance with section 42 ‘Duty to Consult’ of the Planning Act 2008 & Regulation 13 ‘Pre-Application Publicity under Section 48 (Duty to Publicise)’ the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 in relation to Keadby Hydrogen Power Station Project. The project will involve introducing tall and narrow structures to the landscape, no specific details given, however they would be similar to the existing heights at Keadby 1 & 2 Power Stations, (85m & 60m respectively).

Low Flying

In this case the development falls within Low Flying Area 11 (LFA 11), an area within which military aircraft may conduct low level flight training. The addition of a development featuring tall or narrow profile structures such as stacks in this locality has the potential to introduce a physical obstruction to low flying aircraft operating in the area.

To address this impact, and given the location and scale of the development, the MOD would require that conditions are added to any consent issued requiring that the development is fitted with aviation safety lighting, and that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction. Suggested condition wordings are set out in Appendix A.

As a minimum the MOD would require that any tall structures over 50m are fitted with 25cd/IR COMBI aviation safety lighting which produces Infra-Red (IR) lighting. Any traffic should be coming from approximately a southerly direction so this should be taken into consideration when placing any AWL.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer’s document titled ‘Keadby Next Generation Power Station’ dated 9th January 2025, ‘Notice of proposed application for a development consent order pursuant to the Planning Act 2008 for the Keadby Next Generation Power Station’ dated January 2025 and ‘Indicative Parts of the Site Plan’ dated 11th December 2024. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. If any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

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

Appendix A

Condition - Aviation Lighting

			Prior to commencing construction of any tall and narrow structures (e.g. stacks), or deploying any construction equipment or temporal structure(s) 50 metres or more in height (above ground level) the undertaker must submit an aviation lighting scheme for the approval of the Planning Authority in conjunction with the Ministry of Defence defining how the development will be lit throughout its life to maintain civil and military aviation safety requirements as determined necessary for aviation safety by the Ministry of Defence. This should set out: a) details of any construction equipment and temporal structures with a total height of 50 metres or greater (above ground level) that will be deployed during the construction of the project and details of any aviation warning lighting that they will be fitted with; and b) the location and height of any tall and narrow structures (e.g., stacks) identifying the position of the lights on the stack; the type(s) of lights that will be fitted and the performance specification(s) of the lighting type(s) to be used. Thereafter, the undertaker must exhibit such lights as detailed in the approved aviation lighting scheme. The lighting installed will remain operational for the lifetime of the development. Reason for condition. To maintain aviation safety. Condition - Aviation Charting and Safety Management The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information: a) the date of the commencement of the erection of any tall and narrow structures. b) the maximum height of any construction equipment to be used in the erection of the power station. c) the date the power station is brought into use. d) the latitude and longitude and maximum height of any tall and narrow structures (e.g., stacks). The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development. Reason for condition. To maintain aviation safety.
E20	22 January 2025	Forestry Commission England yne@forestrycommission.gov.uk	Ref: EN0110001 - Keadby Next Generation Power Station Thank you for seeking the Forestry Commission's advice about the impacts that this application may have on woodland. As a Non-Ministerial Government Department, we provide no opinion supporting or objecting to an application. Rather, we are

			providing information on the potential impact that the proposed development could have on woodland. A desk-based assessment of the available data indicates that the proposed development will not impact woodland. If this is known to not be the case, please highlight this to us. We also ask that if changes are proposed which mean woodlands may be impacted, that we are given the opportunity to comment on these changes. The Forestry Commission is pleased to provide you with the following information that may be helpful when you consider the application: • Details of Government policy relating to ancient woodland • Information on the importance and designation of ancient woodland • Details of Government policy relating to non-ancient woodland Ancient woodlands are irreplaceable. They have great value because they have a long history of woodland cover, with many features remaining undisturbed, including immensely complex ecological processes and relationships, above and below the ground. This applies equally to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS). It is Government policy to refuse development that will result in the loss or deterioration of irreplaceable habitats including ancient woodland, unless "there are wholly exceptional reasons and a suitable compensation strategy exists" (National Planning Policy Framework paragraph 186c). It is not possible to fully compensate for the loss of an irreplaceable habitat. For more information on the impacts of development on ancient woodland and how to assess these, please see the joint Forestry Commission /Natural England Standing Advice on Ancient Woodland – "Ancient woodland, ancient trees and veteran trees: advice for making planning decisions", the supporting guidance included within it, and Keepers of Time – A Statement of Policy for England's Ancient and Native Woodland (published June 2005). The standing advice also provides information on mitigation, including the use of buffers. Proposals in proximity to ancient woodland should have a buffer zone of at least 15m from the boundary of the woodland to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, for example the effects of air pollution from increased traffic and/or industrial processes, the proposal is likely to require a larger buffer zone. We would be keen to engage further with the developer in relation to any mitigation and compensation strategies. In relation to non-ancient woodland and trees, we would like to draw your attention to paragraph 131 of the NPPF which states that planning policies and decisions should ensure that existing trees are retained wherever possible. What is most important to the Forestry Commission in this case is that there will be no loss or detrimental impact as a result of this proposed development on ancient woodland as mentioned above. We hope these comments are helpful to you. We look forward to hearing from you with regards to any future planning applications for this site. If you have any further queries or would like a follow up meeting to discuss this planning application, please do not hesitate to contact the Forestry Commission on the email address provided above.
E21	23 January 2025	Humberside Fire and Rescue Service [redacted]@humbersidefire.gov.uk	TOWN AND COUNTRY PLANNING ACT 1990 PROPOSAL: CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 PREMISES: Keadby Next Generation Power Station

			LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION, TRENT SIDE, KEADBY, DN17 3EF APPLICATION NO: EN0110001 Further to your electronic consultation received on 09th January 2025 regarding the above-mentioned application, the following comments are made: - <u>Access for Fire Service</u> 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 26 tonnes. <u>Water Supplies for Fire Fighting</u> 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 280m2 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 Protection Inspector at the address above.
E22	24 January 2025	West Lindsey District Council officer@westlindsey.council-planning.uk	Application Number: WL/2025/00033 Proposal: Written enquiry: Statutory consultation on the Keadby Next Generation Power Station Location: Keadby Next Generation Power Station Thank you for identifying West Lindsey District Council as a consultee on this above. I can confirm that we have no comments to make on the project at this time.
E26	30 January 2025	Natural England [redacted]@naturalengland.org.uk	I am writing to request a copy of PEIR Appendix 11D Confidential Badger Report and any related figures for view by Natural England following your section 48 notification. I look forward to hearing from you.
E28	3 February 2025	Severn Trent Water Asset.Protection@severntrent.co.uk	Please be advised there are Severn Trent Water assets within the proposed development site (water discharge corridor).

			Severn Trent Water records can be accessed via digdat.co.uk. Please visit www.digdat.co.uk(opens in a new window). Please keep any proposed building 5m clear of pressurised sewers, and 15m from any pumping station. We do not allow building over of public sewers or water mains. Please note the following protective strips where no building will be allowed. SEWERS Our records are a guide only, therefore you should carry out site investigation to confirm position, depth and size of sewers. • For sewers up to and including 225mm diameter Severn Trent requires a protective strip of 6m placed centrally over the pipe. • For sewers over 225mm diameter but less than 1000mm Severn Trent requires a protective strip of 10m placed centrally over the pipe. • For sewers greater than 1000mm Severn Trent requires a protective strip of 15m placed centrally over the pipe. • For Pumping Stations Severn Trent requires 15m protective strip from the edge of the compound To apply for a sewer diversion (S185) please contact our Developer Services Team- new.connections@severntrent.co.uk WATER Our records are a guide only, therefore you should carry out site investigation to confirm position, depth and size of water mains (we require RAMS for this) Please note the following protective strips where no building will be allowed. • For water mains less than 300mm diameter Severn Trent requires a protective strip of 6m placed centrally over the pipe • For water mains 300mm diameter and above Severn Trent requires a protective strip of 12m placed centrally over the pipe Should you find the proposed work is within proximity to our assets, please consult with us.
E29	6 February 2025	Doncaster East Internal Drainage Board [redacted]@lmdb.co.uk	Thank you for contacting Doncaster East Internal Drainage Board (DEIDB) in relation to the above proposal.

			I can confirm that DEIDB have no comments or objections to make on the proposed development. The site is contained wholly within the Isle of Axholme and North Nottinghamshire Water Level Management Board area (IOANN). Comments on the proposal have already been submitted by IOANN.
E30	10 February 2025	Humberside Police [redacted]@humberside.police.uk	I am writing with regards to an email I have received from yourselves on the 9th January 2025 along with a letter, S48 notice and Site Layout Plan. I am the Designing out Crime Officer covering the North Lincolnshire area and represent Humberside Police for all responses on planning applications and pre-application consultations. Having internally consulted with my colleagues within the Traffic Management Unit, Neighbourhood Policing Team and Counter Terrorism Unit, and having viewed the proposals myself within the Keadby Next Generation library from the download link stated within your letter, I can confirm that Humberside Police has no concerns to the proposals however, I would be grateful if the following advisory notes are considered. Advisory Notes • I have noted it is proposed that paladin (or similar) fencing would be provided in respect of the main site. It is recommended that any installation of fencing is to a security standard. The rating of the standard will be determined by the risk of penetration through the fence line however, it is recommended to consider the below as a minimum-security standard: o LPS1175 Issue 7 SR2/LPS1175 Issue 8 B3 A variety of materials can be used to fabricate security fencing from welded mesh and expanded metals. Surveillance of and over the site from any surrounding streets, footways and occupied buildings can help to deter potential offenders who may fear that their presence on the site will be reported to the police. It is therefore recommended that, were appropriate, security fencing systems are visually permeable to facilitate observation from outside the site. The use of dark coloured coatings on metal fencing systems reduces light reflection thereby making it easier to observe activity through the fencing. • Any cycle storage facility should be secure and roofed. The building should be lit during operating hours and be provided in view of an occupied building with stands to which the cycles can be secured. Any stand provided within the storage facility must facilitate the locking of both wheels and crossbar. Minimum requirements for such equipment are: o Galvanised steel bar construction (minimum thickness 3mm) filled with concrete o Minimum foundation depth of 300mm with welded 'anchor bar

			External containers specially designed for the secure storage of cycles and certificated to LPS1175: Issue 7, SR1/2 or Sold Secure are available. These types of certificated products are available to view on the Secured by Design website: www.securedbydesign.com • External parking stores for motorcycles, mopeds and scooters should be covered and located close to and in view of the main building and be provided with secure anchor points. The installation of any ground anchor point should be installed at the rear of the motorcycle parking bay near to the kerb line and flush with the road surface to prevent them being a trip hazard and should be located on a flat, even area that is hard enough to prevent centre or side stands from sinking into the surface. In addition, the anchor points should be resistant to hand/portable powered tools. Any anchor product should be tested by either Sold Secure (minimum Silver Standard), The Loss Prevention Certification Board or Thatcham. Secured containers for crash helmets and waterproof clothing are recommended for staff use. I would also like to recommend, although not essential, that signage is used to alert riders and advise them to use the ground anchors provided, along with their own security hardware Please do not hesitate to contact me should you have any queries on my response.
E31	12 February 2025	North Lincolnshire Council [redacted]@northlincs.gov.uk	Thank you for this compressed version of Appendix 15A, I have successfully downloaded it. I checked the website during the PEIR consultation period and there was no link for this Appendix.
E33	12 February 2025	Anglian Water Services Limited [redacted]@anglianwater.co.uk	Our ref: Keadby/StatConsult Keadby Next Generation Power Station - Anglian Water statutory consultation response Thank you for the opportunity to comment on the statutory consultation and PEIR report for the above project. Anglian Water is the water undertaker in the vicinity of the River Trent i.e. serving those settlements to the east of the river. As highlighted in our response to the scoping consultation, the proposed site parameters appeared to be located outside of the Anglian Water company area, although the proposed locations for water abstraction and discharge area were located within the vicinity of our water supply boundary. Anglian Water abstracts water from the River Trent to provide potable (clean) water to our customers. This may also be the case to provide supplies of water to the proposed Lincolnshire Reservoir near Sleaford at times when it is not possible to abstract from the River Witham itself. We, therefore, raised concerns about the potential as part of the proposals for water abstraction from and discharge into the River Trent. Chapter 12. Water Environment of the PEIR report provides updates on the assessed impacts of the project on water resources. It states in Table 12.2 that the proposed abstraction for the River Trent which had potential to impact on Anglian Water's abstraction, has been discounted. In addition, no significant wastewater treatment plant is proposed for the development and the intention is to discharge domestic foul water to the sewer network, subject to agreement. Given that (i) the above position has been clarified in the current consultation material and (ii) the proposed site parameters are outside Anglian Water's statutory water and sewage area, we have no further comments to make at this stage. We do, however, wish to remain notified of the project going forward, in case the position changes in respect of the points we have raised and further representations need to be made.

			Please do not hesitate to contact me on these aspects or should you require clarification on the above response.
E34	13 February 2025	National Highways [redacted]@nationalhighways.co.uk	**FAO Planning Inspectorate** We have reviewed the Preliminary Environmental Information Report [PEIR] submitted to accompany planning application ref. EN0110001 for the '*the construction, operation and maintenance of a combined cycle gas turbine (CCGT) electricity generating station'* on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe, and would offer the following comments. **The Proposal** The Applicant states that since the proposed development is a '*first of a kind'* for this type of power station, a number of the design aspects and features of the proposed development cannot be confirmed until the detailed design of the proposed development has been completed, including building sizes. The Applicant finds it necessary that the consent retains some flexibility to allow for changing economic conditions and the advancement of hydrogen fired CCGT technology in the period between preparing the application and starting construction. National Highways recommends that the Applicant clarifies whether potential development design changes could affect the trip generation of the proposed development. The Applicant should set out a range of reasonable operational scenarios and test these relative to Circular 01/2022. The Applicant has identified the potential to supply waste heat for local district heating as there are a number of theoretical identified heat users within a 15km radius of the site. A CHP [combined heat and power] is not proposed to be installed from the outset, but the proposed development will be CHP ready, with the inclusion of connection flanges at suitable locations to export waste heat in the future should this become viable. We recommend that the Applicant clarify how the supply of waste heat will be addressed in the TS, particularly in respect of the construction impacts. **Construction and Operation** Construction of the proposed development is forecast to start in 2027, with the operational phase forecast to commence after 2030. Up to, approximately, 50 full-time staff are expected to be working at the development once operational. The Applicant must clarify within the TS the proportion of administrative staff versus operational staff to be working at the proposed development. Temporary and contractor employees associated with maintenance activities would also be employed, as required. The Applicant should provide details in regard to the number of potential temporary / contractor employees that might be required by the proposed development. **Car Parking** The PEIR outlines that there would be provision for several car parking spaces and cycle storage onsite for operational use, with additional car parking spaces to be provided to support outages, if required, however no specifics are given.

National Highways would highlight that the Applicant must include within the TS the number of parking spaces to be provided as part of the proposed development.

Construction Programme and Management

The Applicant states that an initial enabling works phase, including the replacement of Mabey Bridge, and construction of the emergency access crossing, would be undertaken over approximately 9 months. National Highways would advise that if the enabling works phase will result in staff traffic reassignment, the Applicant should consider this aspect and provide further details.

The Applicant states that due to uncertainties in the market and Government investment decisions in hydrogen production, transport, storage, and Capacity Market Auction reform, the application would be made on the basis that commencement of development can take place for up to seven years from the granting of consent. Consequently, a scenario where construction commences later in the programme, up to 2034 (seven years after the DCO could be granted) has also been considered by the Applicant as a reasonable worst-case for technical assessments where relevant.

We would highlight that the TS should consider all reasonable scenarios, including any potential phasing of development and opening at dates further into the future when potential exists.

Decommissioning

The Applicant states that a Decommissioning Plan, including a Decommissioning Environmental Management Plan [DEMP] will be produced within the period specified in the relevant legislation in force at the time of cessation of operations.

National Highways would recommend that a Requirement of the DCO is in place to secure the provision of a DEMP. Further, we would recommend that a Requirement is imposed to secure the provision of a Decommissioning Traffic Management Plan [DTMP] also.

We would recommend the following wording:

"*Unless otherwise agreed in writing by the Planning Inspectorate in consultation with National Highways (or its successors) decommissioning of the development hereby approved shall not commence unless and until a Decommissioning Traffic Management Plan has been submitted to and approved in writing by the Planning Inspectorate in consultation with National Highways (or its successors). Thereafter unless otherwise approved in writing decommissioning shall be undertaken in accordance with the approved plan*."

The inclusion of the Condition ensures that any effects from the decommissioning phase are to be reviewed and agreed upon by National Highways immediately prior to decommissioning.

Legislation, Planning Policy and Guidance

The Applicant considered a series of relevant transport policy, including the National Planning Policy Framework 2019 (with amends published July 2024) and Circular 01/2022, which the Applicant will use to inform the Transport Statement [TS] to accompany the application.

National Highways would highlight that the NPPF was revised in December 2024 and the Applicant must reference this updated version.

Further, we note that the Applicant must also consider Circular 01/2022 when preparing the TS to accompany the planning application for the proposed development.

Circular 01/2022 states:

"*Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision."*

"*The company expects development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the SRN*."

With reference to the prevailing policy, National Highways requires that the Consultant set out the vision for development. The Consultant should clearly describe the aims of the development in terms of transport and explain how the aims are in line with the prevailing policy. National Highways now expect development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities, ahead of capacity enhancements and new connections on the Strategic Road Network.

Once we have agreed the vision for the development, we request that the Applicant submits a Travel Plan in line with the policy, which should demonstrate how the vision can be achieved. To do this, the applicant should put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. We recommend that the Travel Plan presents suitable multi-modal (person) trip rates alongside any travel planning targets.

Once the vision and supporting travel planning are agreed upon, the approach enables an assessment of residual transport impacts. This should be undertaken in line with the Circular 01/2022.

Extent of Study Area

The Applicant states that traffic impacts on the M180 have not been assessed due to development traffic representing a very low percentage of total traffic on the M180, which does not trigger the rule threshold guidelines.

National Highways would highlight that, when preparing the TS and considering potential junction capacity assessments, the Applicant should refer to the following guidance:

- National Planning Policy Framework (2024).
- National Highways' guidance document 'Planning for The Future' (October 2023).
- The Department for Transport's Circular 01/2022.

In particular, we would refer the Applicant to 'Planning for the Future', which states that National Highways will look at planning applications assessed as being 'severe' on a case-by-case basis. This will consider the performance and character of the relevant section of the SRN and the predicted effects of the development on its safe operation.

Further, the Applicant should note that the 2007 DfT guidance that describes a '30- vehicle threshold for discussions' does not, for National Highways, justify junction capacity assessments not being undertaken.

In light of the above, the Applicant must consider the impact the proposed development will have on the safe and efficient operation of the SRN, including the M181/A18 roundabout and the M180 Junctions 2 and 3, during the construction and operation phases; and traffic generation, distribution, and assignment data for the SRN must be provided for review.

Collision Data

The Applicant obtained Personal Injury Accident [PIA] data from the CrashMap website for the five year period 2016 - 2019 and 2022. The study area included the M180 Junctions 1 and 2 also.

The SRN areas of interest to National Highways are the M180 Junctions 2 and 3 and the M181/A18 Roundabout. Consequently, the Applicant must include PIA information for M180 Junction 3 and the M181/A18 Roundabout within the TS to accompany the planning application.

Future Baseline for Construction and Operation

Future year baseline traffic flows for the assessment year of 2036 for the peak of construction and the year of opening 2038 have been derived by the Applicant by applying the traffic growth factor obtained from TEMPro.

The Applicant provided future year baseline traffic flows for the assessment years of 2036 peak of construction and 2038 for the local road network only, and the future year baseline traffic flows for the SRN of interest will need to be considered also.

National Highways has undertaken a high-level check of the TEMPro factor provided and would recommend the Applicant derives a new TEMPro factor to be used in any CTMP and TS traffic impact assessments. Furthermore, due to potential unsuitability of TEMPRo for localised analyses, we advise the Applicant to also use an alternative method to verify traffic growth forecasts by comparison with actual count data for the relevant road section.

The Applicant states that the identified developments in the vicinity of the proposed development could result in cumulative impacts during its construction and operation, and that these effects will be considered in the Cumulative Effects Assessment.

We would highlight that in accordance with Planning Practice Guidance, the committed development should include development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years.

We also invite confirmation that the committed development included in the assessment by the Applicant has been confirmed with the relevant Planning Authority.

The confirmed committed developments will need to be considered within the CTMP and TS traffic impact assessments of the local road network, including the SRN.

Likely Impacts

Construction Traffic

The Applicant highlights that construction traffic movements will take place along designated transport routes to be outlined within the Framework Construction Traffic Management Plan (FCTMP) which will be submitted alongside the final ES. The final CTMP will be prepared in accordance with the Framework CTMP and secured through a DCO requirement.

We welcome the above approach, and we would reiterate that the CTMP should be provided to National Highways for review and agreement in writing prior to commencement of construction. Construction will then be expected to proceed in accordance with the approved CTMP. Further, the CTMP will need to include the following:

- Length of construction period.
- A dust management plan.
- A noise management plan.
- Pollution prevention measures.
- Staffing numbers.
- Peak trip generation (including types of vehicles);
- Contractor parking.
- Any potential need to limit light intrusion on the SRN at the relevant locations.
- Construction traffic routes.
- Access routes, including consideration of abnormal loads and details of proposed signage, implementation and enforcement.

The Applicant estimates up to 200 HGV movements in total over the construction period to remove waste, with up to 10 HGV movements expected per day. National Highways would note that waste removal vehicular trips must be included in the CTMP assessment of the traffic impact that the proposed development could have on the SRN during construction period. Furthermore, details of waste management measures should also be provided within the CTMP to be submitted in support of the planning application.

The principal items of plant will be modular and delivered by ship to the Waterborne Transport Offloading Facility, with around 35 - 40 deliveries expected over a 12-month period. The components will then be lifted using a mobile crane onto a hauled trailer and transported to the main site along the existing temporary haulage route for assembly. These vehicular trips will also need to be considered when deriving the trip generation during construction period.

Construction staff are anticipated to travel to the site via the existing trunk road and local networks, with the staff arriving by car using on-site parking. We would reiterate that the Applicant must include further details of the car park provision for both the construction and operational phases of the proposed development, and of trip generation and assignment, particularly during peak hours.

The Applicant assigned HGV trips to the M180 Junction 2 via the A18 and the A161. The construction workers trips assignment has been based on the geographic split of population within a 45 minute drive-time of the Proposed Development Site. National Highways would request that a detailed methodology be presented for review.

The SRN will need to be included in any traffic assessments within the upcoming TS and CTMP, including AM and PM peak hours traffic generation and appropriate trip distribution / assignment data, in order for National Highways to determine the need or otherwise for junction capacity assessments.

We would recommend the Applicant includes within the CTMP a breakdown of the traffic generation for the entire construction period, rather than just for the peak period, with the AM and PM Peak hour traffic generations clearly stated. Vehicular trip distribution and assignment data should also be included.

The Applicant outlines a series of good practice mitigation measures that will be implemented during the construction phase to minimise traffic impacts on the local highway network. We welcome these initiatives, however, we would request that they are extended to the SRN, and this should be discussed in detail within the CTMP to be submitted.

Abnormal Loads

The Applicant highlights that a number of AIL movements are expected to be required during the construction programme associated with the delivery of large items of plant and equipment, however the exact number and size / weight are not known at this stage.

We would suggest that, if an abnormal load is required, and depending on the load being moved and the route, advance warning may be required by:

- The Police.
- Highway authorities.
- Bridge and structure owners such as Network Rail.

The Electronic Service Delivery for Abnormal Loads (ESDAL) system can be used for route plotting. ESDAL will also:

- Notify the Police, highways, and bridge authorities.
- Provide advance notice of any possible route problems.
- Save vehicle details and routes for future use.

If ESDAL is not used, an abnormal loads movement application form will need to be completed.

Sufficient time must also be allowed in order to get the necessary clearances from the police, highway, and bridge authorities. For example, a Special-Order application must be completed 10 weeks before the scheduled date of the move.

Operational Phase

The Applicant states that although approximately 200 additional staff could be on-site on any one day during an outage (which may occur once every 2-5 years and last approximately 3 months), no additional impact avoidance measures are considered necessary as both the HGV and staff vehicle numbers would be considerably lower than during construction.

We would specify that an hourly break down of the vehicular trips to take place during outages must be included in the TS. Furthermore, depending on the trip generation during the AM and PM peak hours and the trip distribution and assignment of those trips, short term management measures might need to be implemented by the Applicant during the outage periods.

The Applicant states that driver delay will be considered in the TS to be submitted with the application.

National Highways would highlight that the TS must present detailed traffic generation information for the standard peak hours, including residual traffic impacts, taking account of the measures identified to achieve the development vision, together with appropriate traffic assignment and distribution data for the operational stage of the proposed development, for the road network in vicinity of the proposal site, including the SRN.

			We would further highlight that if the TS suggests that there is no impact on the SRN during the AM and PM peaks because trips to and from the development occur outside peak hours, a condition may be required to ensure changeover periods remain outside these peaks. *Decommissioning* Regarding the decommissioning aspect, we would note that the DTMP will need to include an hourly break-down of the traffic to be generated by the proposed development during the decommissioning phase and appropriate traffic assignment and distribution data for the SRN of interest. I trust this response is helpful, but should you require any further information please do not hesitate to contact me.
E35	14 February 2025	Trinity House [redacted]@trinityhouse.co.uk	The only comment I have at this stage, is that any works below the high water mark within the River Trent must be risk assessed by the project, in consultation with ABP Humber.
E36	17 February 2025	Historic England [redacted]@HistoricEngland.org.uk	KEADBY NEXT GENERATION POWER STATION LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION, TRENTSIDE, KEADBY, SCUNTHORPE DN17 3EF CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 HISTORIC ENGLAND ADVICE Thank you for sending us the S42 PIER consultation on this scheme. I am happy to confirm that the issues raised by us in our Statutory EIA Scoping response to PINS have been largely addressed in your Preliminary Environmental Impact Assessment and as such we refer you to the expertise of the North Lincolnshire Council archaeological officer Alison Williams going forwards. We will provide further advice either in response to the ExA where required, and/or as science advice in support of the Local Authority archaeological officer.
E37	17 February 2025	UK Health and Security Agency Nsipconsultations@ukhsa.gov.uk	Nationally Significant Infrastructure Project Keadby next generation Power Station, PINS EN0110001 Public Consultation Section 42 Stage

			Thank you for your consultation regarding the above development. The UK Health Security Agency (UKHSA) welcomes the opportunity to comment on your proposals and Preliminary Environmental Information Report (PEIR) at this stage of the Nationally Significant Infrastructure Project (NSIP). Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided 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 - 21/05/2024 The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from, for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects. <u>Environmental Public Health</u> We have considered the submitted documentation and can confirm that we are satisfied with the approach taken in preparing the Environmental Impact Assessment (EIA) and the conclusions drawn. <u>Electromagnetic Fields (EMFs)</u> The current submission does not consider any risks or impacts that might arise as a result of electric and magnetic fields associated with the connection of the proposed power station to the national grid. We note that the connection will fall outside the application for a development consent order but would prefer to see the assessments included with this application so that the impacts of the scheme can be assessed. If you require any clarification on the above points or wish to discuss any particular issues please do not hesitate to contact us.
E38	18 February 2025	Canal and River Trust [redacted]@canalrivertrust.org.uk	**EN0110001 Keadby Next Generation Power Station Project – Pre-application Consultation, Comments from the Canal & River Trust** Thank you for your pre-application under section 42 and regulation 13 under s.42 with respect to the above project. The Canal & River Trust are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-

blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation.

The Trust Navigation Authority and Landowner of the Stainforth & Keadby Canal, to the south of the application site.

The red line boundary of the project extends up to and includes part of the Stainforth & Keadby Canal. We understand that this relates to proposals to abstract water from the canal. To the south east, we note that it is proposed to utilise an existing mooring location on the River Trent to the north of Keadby Lock. Whilst the Trust is not Navigation Authority for the River Trent in this location, we do manage Keadby Lock, which has the potential to be impacted moorings in this location.

Having reviewed the available documents, we wish to raise the following comments on the scheme.

Noise and Vibration (PEIR Chapter 9)

Paragraphs 9.3.35 to 9.3.36 of the PEIR report refer to risks of vibration damage to the canal. The installation of the cofferdam is identified as being a potential generator of vibrations. The Trust wish to highlight that the canal is over 200 years old, and vibrations could result in damage to the wash walls unless they are effectively controlled.

Although predicted vibrations are suggested as being below the threshold for causing structural damage, we do request that additional information should be provided to fully confirm that vibrations from the coffer dam installation will not result in damage to the canal.

We advise that a vibration monitoring plan should be used to help ensure that vibrations will not cause damage to the canal during construction. The Trust request that any vibration monitoring is measured in three axes; lateral, transverse and vertical. The sum of the three axes is known as the resultant level although the British Standards as detailed above make use of the maximum single reading in one of the planes rather than the resultant level in an assessment process. The potential for damage to be caused will depend on both the PPV and the frequency at which it occurs. For intermittent vibration, in order to prevent possible damage, a ppv level of not greater than 15mm/s is desirable. To avoid damage if piling is being carried out as a continuous action, ppv levels should be below 7.5mm/s.

Traffic and Transport (PEIR Chapter 10)

Potential Implications for the Use of Keadby Lock

10.7.11 of the PEIR confirms that delivery of AIL to the Proposed Development Site will use the same routes as those used for the delivery of AIL associated with the construction of Keadby 2 Power Station. It is expected that the largest abnormal loads will be received at the Port of Immingham and barged down the River Trent to the Waterborne Transport Offloading Area at Keadby Railway Wharf.

We consider that implications of the use of Railway Wharf upon the operation of Keadby Lock should be considered within the Environmental Statement to be submitted with the application. We note that the PEIR indicates that this will be assessed (table 12-2 on page 12).

Previously, for the Keadby 2 project, it was agreed with the applicant that Notices to Mariners (Notices and Stoppages) through the Trust can be used to provide mariners with forewarning of closures.

During the development of Keadby 2, it was observed that some vessels arrived at the offloading point outside of times agreed by the Trust, often due to delays occurring at sea. This resulted in unscheduled closures of Keadby Lock, which

prevented craft utilising this structure. Unscheduled closures of the lock can result in boats becoming stranded, which could have health and safety implications should they become stranded on the River Trent, which is a tidal river.

For the Keadby 3 Carbon Capture Power Station Project , the Development Consent Order was subject to a requirement for the provision of a Wharf Management Plan under Schedule 2, Article 25 to include "processes for agreeing in advance the general principles around scheduling of abnormal load deliveries that would temporarily obstruct the entrance to Keadby Lock and notifying the Canal and River Trust as to the timing of such deliveries, and measures that seek to avoid such deliveries occurring outside of the notified timings". **We consider that a similar approach could be used to address this risk in this latest application.**

The Trust's position is that the aim of the Wharf Management Plan should be to prevent all arrivals outside of scheduled times. The Trust accept that in a very limited number of cases that may be unavoidable and would welcome any plan also including detail of the procedures to be followed in those instances.

Cofferdam Installation

The proposals include the temporary use of s cofferdam within the Stainforth & Keadby Canal in order to facilitate the construction of abstraction pipelines.

We understand that the proposals seek to construct s cofferdam projecting 10m from the north bank of the canal, leaving a 20m wide navigable space to the south. The provision of a 20m wide space is considered sufficient. To assist the application, it may be useful for the impact of this temporary restriction in width to be included in the Traffic and Transport Chapter of the Environmental Report.

Biodiversity and Nature Conservation (PEIR Chapter 11)

The Trust have no significant issue with the range of surveys undertaken to inform the Environment Statement. We do, however, request that clarity is sought on the following matters:

Paragraph 11.5.16 of the PEIR concludes that no significant changes will occur for habitats during construction. However, the PEA does refer to broad leaved woodland is present, which could be affected – (11C.5.27). We request that clarity should be provided in the final submission as to whether this habitat will be impacted.

11.5.20 and 11.5.21 of the PEIR discuss impacts during operation, including impacts due to water abstraction. Floating Pennywort is present within the Stainforth and Keadby Canal which is not listed within the INNS section. There is a risk that these species could spread in the future and impact abstraction. Mitigation to manage this species in the long term could be considered to help ensure the future sustainable operation of the abstraction equipment.

Section 11.6 discusses mitigation practices during construction and operation. Whilst we have no issue in principle with the practices listed, we do request that clean dry and biosecurity controls should be included to ensure that mitigation practices are fully effective.

Water Environment (PEIR Chapter 12)

In our response to the previous scoping consultation, the Trust did raise matters with regards to the water environment chapter of the scoping document. We note that the PEIR has sought to directly address these comments. These matters concern:

- Flood Risk, where we identified that flooding from the Stainforth & Keadby Canal is a potential risk, as excess flows could enter the canal from the River Don.
- Impacts of the temporary coffer dam (to construct the abstraction equipment) on water flows in the canal

Appendix 12 A (preliminary Flood Risk Assessment) concludes that impacts on both aspects above will be discussed in the final Flood Risk Assessment document when more clarity is available on the project.

The Trust have no issue in principle with the proposals as long as the two above issues are fully considered as the scheme is developed further. It may, however, be useful to have sight of any initial reviews which may impact the final design at the application stage to provide greater certainty on the proposals.

With regards to the abstraction of water from the Canal, we can confirm that the previous abstraction licence was varied as described in the PEIR document.

Geology, Hydrogeology and Land Contamination (PEIR Chapter 13)

Our previous comments on the scoping document highlighted no significant concern with the promoters' proposed approach to the Environmental Statement.

The Trust have no significant issue with the approach and conclusion of no likely significant effects reached in the phase 1 report submitted alongside the PEIR. We note in Sec 13.6 that a ground investigation (GI) would be undertaken before construction is started on site, and believe this may be subject to further engagement with the Trust.

Landscape and Visual

We previously made general comments that waterway users should be included as sensitive receptors in the LVIA and that impacts from the towpath looking north to the abstraction equipment should be assessed.

We note that table 14.10 in the PEIR discusses changes for each viewpoint in the LVIA. Whilst we note the presence of Viewpoint 2, we do have concern that this viewpoint is on the opposite side of Keadby Rail Drawbridge compared to the location of the abstraction equipment, which is likely to be the element of the scheme with the most significant impact on the canal. We therefore request that the LVIA should directly address impacts from the canal towpath directly opposite the abstraction location, where the installation of new plant and the potential removal of vegetation could allow for both short and long distance views towards the development.

We note that paragraph 14.6.17 refers to impacts from the canal. Although we have no huge disagreement, we consider that impacts from the abstraction installation and resultant loss of vegetation here should be considered and assessed further.

Cultural Heritage (PEIR Chapter 15)

			We have no significant issue with the conclusions of the PEIR with regards to the impact of the scheme on the character and setting of the area and significance and setting of Keadby Lock. The Trust own and manage Keadby Lock, and understand that the scheme is not proposing direct alterations to the lock (which is a scheduled monument), as it lies outside the red line boundary of the scheme. We do note that to facilitate abstraction, alterations to the lock may be required, which would require scheduled monument consent. We understand this would be carried out as part of a separate application if required. **Other Comments** The Trust is a statutory undertaker which has specific duties to protect the waterways. Accordingly, we have a duty to resist the use of compulsory purchase powers which may negatively affect our land or undertakings. Disposals by the Trust of operational land require internal approvals to satisfy its own policies and Charity Commission rules and time should be allowed for this in the transaction process. The Trust is willing to engage with the Promoter to enter into an agreement in respect of the rights which the Promoter requires to deliver the works and would welcome further engagement on this matter as the application progresses. Protective provisions within the DCO may be required to address this. As you may be aware, the Trust will require any works in, under, over, or in close proximity to, the Trust's waterway infrastructure, to be carried out in accordance with the Trust's Third Party Works Code of Practice (which can be found at https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice). The Trust created the Code of Practice to provide to all third parties working in and around the Trust's network with expectations, standards and processes to ensure the integrity and safety of the network, safeguard operations and conserve its heritage and the natural environment, in line with its statutory duties and charitable objectives. Where nationally significant infrastructure projects have the potential to interact with, or impact, the Trust's network, the Trust secures protective provisions within the DCO. The standard protective provisions for the Trust ensure undertakers work with the Trust to design, construct, operate and maintain their new infrastructure in a way that minimises impact on the Trust's network. We expect most concerns raised by the Trust, about the Keadby Carbon Capture Project, will be adequately addressed through these protective provisions. We welcome discussion of these with you, as more details about the project are identified and shared with the Trust. In our experience, early agreement of protective provisions can mean the Trust need only be minimally involvement in the examination process. Please contact me on the details below should you wish to review a copy of the Trust's Standard Protective Provisions.
E39	19 February 2025	Maritime & Coastguard Agency navigationsafety@mcga.gov.uk	KEADBY NEXT GENERATION POWER STATION LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION, TRENTSIDE, KEADBY, SCUNTHORPE DN17 3EF CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Thank you for your letter dated 9 January 2025 inviting the Maritime and Coastguard Agency (MCA) to comment on the proposed development; the construction, operation and maintenance of a combined cycle gas turbine ('CCGT') generating station with a capacity of up to 910MW electrical output, on land at, and in the vicinity of, the existing Keadby Power Station.

The MCA has an interest in the works associated with the marine environment, and the potential impact on the safety of navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations. The MCA would expect any works in the marine environment to be

subject to the appropriate consents under the Marine and Coastal Access Act 2009 before carrying out any marine licensable works.

The Proposed Development would comprise (but is not limited to):

- a CCGT plant;
- cooling infrastructure;
- hydrogen gas reception facility (for the Applicant's infrastructure);
- natural gas reception facility (for the Applicant's infrastructure);
- natural gas and hydrogen blending equipment (for the Applicant's infrastructure); and
- supporting facilities including administration and control buildings, workshops, stores, raw water storage tank(s), demineralised water treatment plant including storage tanks and permanent laydown areas for operation and maintenance activities.
- water supply connections works to provide cooling and make-up water to the generating station, comprising intake structures and an underground and/or overground water supply pipeline running between the generating station and the Stainforth and Keadby Canal;
- use of an existing outfall and associated pipework for the discharge of treated effluent to the River Trent;

We note that "the CCGT electricity generating station will be designed to run on 100% hydrogen. However, it is currently anticipated that the required hydrogen supply chain may not be available at the start of operation, as such, the Proposed Development would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas" and that "the route for the hydrogen supply pipeline to the Proposed Development has not yet been confirmed" but "will be progressed by a third party under a separate consent". We also note that there will be a degree of flexibility in the project's design due to the nature of the new hydrogen fired CCGT technology and its' continuing development.

The Preliminary Environmental Impact report (PEIR) has been considered by representatives of UK Technical Services Navigation and we would like to comment as follows;

1. The MCA has an interest in the works undertaken in the marine environment and it is our understanding that the proposed site falls within the jurisdiction of a Statutory Harbour Authority (SHA) – ABP Humber (for the River Trent) and Sheffield and South Yorkshire Navigation – The Canals and Rivers Trust (for the Stainforth and Keadby Canal). The SHA and Sheffield and South Yorkshire Navigation are responsible for maintaining the safety of navigation within their waters during the construction and the operational phase of the project. We therefore welcome the informal non-statutory consultation being undertaken with the Canal and River Trust stated in Section 1.6.4 of the PEIR.

2. We understand that for cooling of the CCGT, water will be abstracted from the Stainforth and Keadby Canal meaning that an intake structure (temporary cofferdam) would be constructed and then removed within the canal. As the Canal is managed by Sheffield and South Yorkshire Navigation, it is recommended that the applicant continues to engage with them to ensure all marine users are made aware of any proposed works within the canal (as the PEIR statesthat there are freight and pleasure craft users of the canal) as well as ensuring all potential impacts with regard to commercial navigation are suitably assessed. We understand that for water discharges, the applicant is proposing to re-use existing assets and pipework for Keadby 1 Power Station for treated effluent being discharged to the River Trent.

3. We note in Section 5.4.24 of the PEIR that the principal items of plant will be delivered by ship and will potentially include up to 40 vessel deliveries over a year period leading to increased vessel traffic on the River Trent. Therefore, for any works in the ABP Humber's jurisdiction, the applicant should consult and work with the SHA to develop a robust Safety Management System (SMS) for the project in accordance with the Port Marine Safety Code (PMSC) and its associated Guide to Good Practice, to ensure that the risk and impact on other marine users are As Low As Reasonably Practicable (ALARP). Further local stakeholder engagement may also be required to determine the minimum acceptable provision and to determine the necessary risk mitigation measures for construction and operation of the project. From the Guide to Good Practice, section 7 Conservancy, a Harbour Authority has a duty to conserve the harbour so that it is fit for use as a port. The harbour authority also has a duty of reasonable care to see that the harbour is in a fit condition for a vessel to be able to use it safely. Section 7.8 Regulating harbour works covers this in more detail.

4. We note in Section 12.7 of the PEIR that navigation with regards to water abstraction in the Stainforth and Keadby Canal and also the water discharge outfall for the River Trent is addressed which we welcome. Whilst navigational risk studies previously undertaken for Keady CCS Power Station have been undertaken, the MCA would recommend that these assessments are updated particularly in terms of the most recent vessel traffic data available for both the Stainforth and Keadby Canal and the River Trent where the project crosses in to their jurisdictions. The update of such navigational risk studies will be integral to assessing the risks posed to shipping and navigation by this new project and will ensure that all impacts are risk assessed and mitigated to ALARP. We welcome the ongoing pre application consultation with ABP Humber and the Canals and Rivers Trust mentioned in Table 12.16 on page 152 of the PEIR.

5. As the project develops, it would be helpful to understand if there are any works proposed by the project below the Mean High-Water Springs which would necessitate the requirement of a Deemed Marine Licence.

The MCA would expect no effects to be scoped out of the assessment with regards to shipping and navigation, pending the outcome of the discussion with the SHA and further stakeholder consultation.

I hope you find this useful at this consultation stage.

E40	19 February 2025	Canal and River Trust [redacted]@canalrivertrust.org.uk	I can't find any reference to the Canal & River Trust having been sent this consultation, are you able to confirm where and when it was sent please? Could you also confirm whether you have received any response/acknowledgement from us please? I am currently unable to check with relevant colleagues on any recent activity on this case due to them being on leave. Therefore, no response will be possible before your deadline tomorrow. I look forward to your response to my questions above, and hope that in the circumstances you will grant us further time to respond, if necessary.
E41	19 February 2025	Environment Agency [redacted]@environment-agency.gov.uk	**CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008 & REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017** **Land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF** Thank you for consulting the Environment Agency on the above application. We have reviewed the documents (listed in appendix A) and have listed the key issues below. Detailed comments have been made in Appendix B to J. We recommend using our pre-application advice service to discuss and resolve any planning matters in advance of the Inquiry process. Our views are in response to the materials provided as part of the consultation only. Our headline issues are: 1. Groundwater and Contaminated Land: 1.1. Insufficient assessment of risks to controlled water: 1.1.1. The risks associated with the strategy of leaving the below ground development in-situ following decommissioning have not been appropriately assessed. 1.1.2. The Conceptual Site Model is based on a different development. 1.1.3. Inconsistency and missing documents regarding ground investigation. 2. Flood Risk: 2.1. Flood risk of the proposals have not been appropriately assessed, and mitigation may not be appropriate as risks aren't understood: 2.1.1. Full details of the proposed replacement of Mabey Bridge have not been submitted.

2.1.2. Full details of culverting, infilling and access bridges on non-main river watercourses should be fully detailed in the Flood Risk Assessment.

3. Flood Modelling:

3.1. Risk of increasing flood risk if land raising remains in place.

4. Water Resources:

4.1. Inappropriate consideration of water supply may cause delays for the proposed development:

4.1.1. Water supply has not been considered for the construction phase.

4.1.2. Lack of consideration of limits during prolonged periods of dried weather

5. Marine:

5.1. Impacts to fish species haven't been sufficiently assessed:

5.1.1. Cumulative effects of thermal plumes need to be considered.

6. Fisheries, Biodiversity and Geomorphology:

6.1. Impacts to fish species, including European Eel, are not considered sufficiently,

6.2. Measures need to be put in place eradicate invasive non-native species

Any requests to disapply any permits or consents should be sent to us in writing as soon as possible, to allow us sufficient time for their consideration (minimum 6 months). Sufficient time is required to ensure we can appropriately respond to discharge of requirements and protective provision consultations. Please ensure in your Development Consent Order (DCO) a minimum of 21 days is stipulated as a response time for the discharge of requirements, and a minimum of 61 days for protective provisions.

Please note this response does not represent our final view in relation to any future DCO, or any environmental permit applications made to us. Our final views will be based on all relevant information, including applications and guidance available at the time of submission.

Cooling water best practice

We have recently reviewed the guidance we offer regarding cooling water best practice for power stations and other energy industry facilities (June 2024). Please request a copy of the guidance by emailing niteam@environment-agency.gov.uk.

We look forward to continuing to work with you as the detailed proposals continue to develop, and to reviewing and providing advice on relevant supporting documents as these are generated.

List of Appendices

Appendix A – List of documents reviewed

Appendix B – Groundwater and contaminated land

Appendix C – Flood risk

Appendix D – Flood modelling

Appendix E – Water resources

Appendix F – Marine

Appendix G – Fisheries, Biodiversity and Geomorphology

Appendix H – Regulated industry

Appendix I – Our comments on the Flood Risk Assessment

Appendix J – Our comments on the Water Framework Directive report

Appendix K – Informatives and Advice to Applicant

Appendix A – List of documents reviewed

Preliminary Environmental Information Report Volume I: Chapter 1 Introduction

Preliminary Environmental Information Report Volume I: Chapter 2 Assessment Methodology

Preliminary Environmental Information Report Volume I: Chapter 3 The Site and Surrounding Area

Preliminary Environmental Information Report Volume I: Chapter 4 The Proposed Development

Preliminary Environmental Information Report Volume I: Chapter 5 Construction Programme and Management

Preliminary Environmental Information Report Volume I: Chapter 8 Air Quality

Preliminary Environmental Information Report Volume I: Chapter 11 Biodiversity and Nature Conservation

Preliminary Environmental Information Report Volume I: Chapter 12 Water Environment and Flood Risk

Preliminary Environmental Information Report Volume I: Chapter 13 Geology, Hydrogeology and Land Contamination

Preliminary Environmental Information Report Volume I: Chapter 20 Materials and Waste

Preliminary Environmental Information Report Volume II: Appendix 11C Preliminary Ecological Appraisal Report

Preliminary Environmental Information Report Volume II: Appendix 11F Aquatic Ecology Survey Report

Preliminary Environmental Information Report Volume II: Appendix 12A Flood Risk Assessment

Preliminary Environmental Information Report Volume II: Appendix 12B WFD Assessment

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 1

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 2

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 3 part 1

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 3 part 2

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 3 part 3

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 4 part 1

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 4 part 2

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 4 part 3

Preliminary Environmental Information Report Volume II: Appendix 13A Phase 1 Desk Based Assessment Annex 4 part 8

Preliminary Environmental Information Report Volume II: Appendix 13B Land Contamination Methodology Tables

Preliminary Environmental Information Report Volume II: Appendix 13C Potential AOC Baseline Risk Scores

Appendix 10B: Responses from Section 42 Consultees

Appendix B – Groundwater and contaminated land

Document Reference(s): PEIR, Chapter 5 Construction Programme and Management		
Section 5.4.18	**Issue**	Report states “Any significant groundwater dewatering required will be undertaken in line with the requirements of the Environment Agency.” All dewatering must be undertaken in line with the requirements of the EA, not just that which the developer considers to be “significant”.
	Impact	Abstracting water without a licence or specific exemption in place may be an offence under the Environmental Permitting Regulations 2016.
	Solution	A requirement for appropriate permissions is acknowledged in 12.2.4 and 12.2.7. As such, this is for awareness and no specific action is currently required.
Additional Comments:		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.6.3	**Issue**	Report states “During construction, water pollution may occur ... However, potential impacts to the water environment during the construction phase would tend to be temporary and short term.”
	Impact	The construction work may be temporary, but there are risks to the environment which need to be mitigated during this phase, including the risks of polluting the water environment which may persist into the long term.
	Solution	Appropriate assessment of the risks of construction works on the water environment must be carried out and appropriate mitigation secured.
Additional Comments:		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Sections 12.6.4, 12.6.6 and 12.7.100	**Issue**	12.6.4 mentions production of “a Water Management Plan (WMP) that will form a technical appendix to the Final Construction Environmental Management Plan (CEMP). A Framework CEMP will accompany the final ES Report.” This suggests that the WMP will not accompany the Framework CEMP with the Environmental Statement (ES) Report and only be completed to accompany the Final CEMP. This is late in the process for an important issue to be addressed.
	Impact	It may mean that approving authorities do not have sufficient notice or time to adequately assess them. This could lead to delays in the project timeline.
	Solution	A draft WMP needs to be submitted with the Framework CEMP, and a Framework Decommissioning Environment Management Plan (DEMP) to be submitted with the ES.
Additional Comments: In 12.6.40, the report states that the Framework CEMP is to be submitted at the DCO submission. In other chapters, the Framework CEMP is being submitted with the ES, before DCO submission. The information about the time of the Framework CEMP being submitted is inconsistent. Submitting with the DCO is late in the application process for an important issue to be addressed.		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.6.42	**Issue**	Report states the proposed concept drainage strategy will be provided in Section 5 of Appendix 12A: Flood Risk Assessment (PEI Report Volume II) at DCO submission. This is late in the application process for an important document to be produced. Section 5 of Appendix 12A is “The Proposed Development and Site Description”, not the drainage strategy.
Section/ pages/ table reference:	**Impact**	It may mean that approving authorities do not have sufficient notice or time to adequately assess them. This could lead to delays in the project timeline.
	Solution	A framework drainage strategy needs to be submitted with the ES, rather than at DCO submission.

Additional Comments:

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.6.64 and 12.7.99	**Issue**	Proposals to leave underground infrastructure in place after decommissioning have not included an assessment of the risks to groundwater.
	Impact	By leaving subsurface infrastructure in-situ, any local changes to groundwater flow and interactions with drainage and surface water caused by the development will effectively be permanent. If drainage systems are not monitored and maintained following decommissioning, there is a risk that they will become ineffective over time. This might lead to further changes in groundwater flow, quality and quantity. Infrastructure left in situ is likely to degrade over time. Any chemicals bound within the materials may leach into the soils and groundwater. Currently there are no proposals to manage and monitor these.
	Solution	Assess the impacts on groundwater flow direction, levels and quality. This includes the operational life of the development and after decommissioning. Provide details on how drainage will be maintained following decommissioning. Provide information on the anticipated behaviour (and associated risks) of any materials to be left in the ground following decommissioning. This information could be included in the ES or its appendices.
Additional Comments: The applicant should follow the best available techniques and regulatory guidance of the day. At the time of decommissioning, it is possible that full removal of all infrastructure might be required by the regulatory authorities. An allowance should be made for this, even if it is currently considered unlikely.		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.7.59	**Issue**	In this section there is reference to “the Drainage Philosophy”. This is the only use of the term in Chapter 12. It is not clear what this is, or when or where it will be produced.
	Impact	We cannot provide comment without additional details.
	Solution	Provide further information, explain the phrases used.
Additional Comments: The term is not defined in 01 Volume II Cover, Contents And Glossary. It is not used in Appendix 12A Flood Risk Assessment or Appendix 12B WFD Screening.		

Document Reference(s): PEIR, Chapter 13 Geology, Hydrogeology and Land Contamination		
Section 13.1.2	**Issue**	Documents submitted have not been updated to reflect the current application and inconstancies in reports have occurred
	Impact	Re-using the same documents for a new development proposal will affect the validity of its impact assessment. See also Additional Comments.
	Solution	Assess whether updated reports are required, specific for the current application. Complete the updates or a new study as necessary.
Additional Comments: Report states that this chapter is supported by Appendix 13A: Phase 1 Desk Based Assessment Addendum. The supplied desk-based assessment (DBA) reports (Appendix 13A) appear to be for the proposed combined cycle gas turbine (CCGT) application on the same site, and not for the hydrogen plant. This is not acknowledged in Chapter 13. See: • Appendix 13A Phase 1 DBA Annex 2, Section 1.1.2) • Appendix 13A Phase 1 DBA Annex 4 part 1, Section 1.2 Appendix 13A Phase 1 DBA Annex 2 is dated 2020 and the QA page agrees with this. The site layout in the report has minor differences to the current application. It does not appear to have been updated to reflect the current application. Information is inconsistent between different reports. This can lead to errors and confusion. For example, Appendix 13A 4.5.6 states “there is one licenced groundwater abstraction recorded within the Proposed Development Site” whereas the main report (13.5.13) and Groundsure report (Appendix 13A Annex 3 part 1) shows one historical (not active) licence.		

		The Conceptual Site Models are based on the CCGT, not a hydrogen plant. All the documents submitted under Appendix 13A have “Phase 1 DBA” in the title. This term is not defined in 01 Volume II Cover, Contents And Glossary. We assume it to mean “Desk Based Assessment”. If so, this is a misleading title as Annex 4 is results of intrusive site investigation works. In response to a comment from North Lincolnshire Council (Section 13.3.2, Table 13.3), the applicant states: • “*The recent ground investigation report is discussed within the desk study technical note provided as Appendix 13A: Phase 1 Desk Based Assessment Addendum (PEI Report Volume II) with the full report provided as an Annex 4 to this technical note*.” And: • “*The desk study technical note* [to serve as an update to a 2021 desk study cited in the scoping report] *is provided as Appendix 13A: Phase 1 Desk Based Assessment Addendum (PEI Report Volume II)*.” The ground investigation in Annex 4 is dated 2022. The Phase 1 report supplied as Annex 2 is dated 2020. As such, the 2022 investigation cannot be discussed within the Phase 1 report which pre-dates it. The supplied Phase 1 report supplied has not been updated or revised to include the 2022 investigation, and it makes no reference to said works. If an updated copy of the Phase 1 DBA, to include discussion of the 2022 investigation, has been produced but not supplied, we have concerns about the reliability of all information submitted by the applicant.

Document Reference(s): PEIR, Chapter 13 Geology, Hydrogeology and Land Contamination		
Section 13.1.3, 13.6.3 and 13.8.2	**Issue**	A ground investigation scheme has been omitted. The applicant does not appear to have referred to or utilised all information available to them. There is inconsistency in the information presented between the supplied documents.
	Impact	There is so much conflicting and non-cohesive information, there is a high likelihood of details being missed or misinterpreted. This can lead to errors and unacceptable risks.
	Solution	Complete the investigation as identified in Chapter 13.6.3. Ensure the scope considers all works completed to date and follows all the recommendations in the relevant reports with supporting information.

		We expect the relevant chapters of the ES to take better consideration of the available historical records.

Additional Comments:
In 13.1.3 it states “A preliminary scheme of ground investigation (GI) was undertaken in 2022 and has been used to verify the baseline conditions and relevant assumptions made in the desk-based assessment”. It is not clear where in Chapter 13, if anywhere, reference is made to the results of the 2022 GI by Fugro.

The 2022 GI (PEIR Appendix 13A Phase 1 DBA Annex 4) identified contamination in soils and groundwater. It was recommended that additional groundwater monitoring and further investigation is carried out (PEIR Appendix 13A Phase 1 DBA Annex 4 part 1, sections 6.8 and 8 respectively). Findings and recommendations from this assessment have seemingly not been included in Chapter 13.

In Chapter 13, Section 13.8.2 refers to a proposed future ground investigation. It states: “Depending on information gathered through this ground investigation, monitoring of groundwater and surface water may be recommended”. This fails to acknowledge that monitoring has already been completed, and further monitoring is recommended.

We note that a ground investigation including a land contamination assessment is proposed to be completed prior to construction (Chapter 13, Section 13.6.3). We welcome this, and strongly recommend that the results of the Fugro investigation be considered when designing the investigation, and any existing monitoring wells be reused in addition to new ones. Given that the intention to complete the investigation is published here, we assume it is in addition to the 2022 Fugro study.

Appendix 13A Phase 1 DBA Annex 2, Section 7 is a discussion of historical investigations on the site (pre-2020). It is disappointing that the thicknesses of Made Ground were not included in the summary of ground conditions. The likelihood of contamination being present appears to be high (for example, sections 7.3.6, 7.4.3, and 7.4.7). This is not adequately described in Chapter 13. There is no indication of where any previous boreholes were located, and how these relate to the current proposed development site.

Document Reference(s): PEIR, Chapter 13 Geology, Hydrogeology and Land Contamination		
Section 13.5.6 and Table 13.6	**Issue**	Contradictory information regarding recent and historical site investigations.
	Impact	Underestimating the thickness of Made Ground can mean the risk of contamination is greater than anticipated, and there may be greater

		interaction between shallow groundwater and Made Ground. Made Ground is inherently variable and building in this medium without due consideration can lead to poor engineering design.
	Solution	Fully review all available site investigation data and update anticipated thicknesses of Made Ground wherever stated. It may be beneficial to consider different areas of the site separately (such as the former landfill site). Supply the borehole logs.

Additional Comments:
In the anticipated geological succession, Made Ground (MG) is shown to be expected “Up to 2m thick” across the site. This is repeated in Appendix 13A DBA Annex 2, Section 4.3.1 Table 2.

This does not agree with information from recent and historical site investigations:

- Appendix 13A Annex 2, Section 7.6.5: MG average thickness 2.0m but up to 3m recorded
- Appendix 13A Annex 2, Section 7.7.3: MG typical thickness 2.0m
- Appendix 13A Annex 2, Section 7.14.4: MG average thickness 2.0m
- Appendix 13A Annex 2, Section 7.15.2: existing piles are approximately 15m long
- Appendix 13A Phase 1 DBA Annex 4 part 1, Section 3.4, Table 3.1: MG recorded up to 2.93m thickness (average 1.0m)

The above is contradicted by Appendix 13A Phase 1 DBA Annex 4 part 1, Section 4, Table 4.1: thickness of MG in the ash pit >18m are implied based on monitoring well installation (BH101 & BH102, and >17.2m in BH103). The above is also contradicted by Appendix 13A Phase 1 DBA Annex 4 part 8: MG sample from BH104 at 7.80mbgl, and MG sample from MS-BH25 at 4.50mbgl

It is disappointing that full exploratory hole logs are were not supplied for the 2022 Fugro GI (Appendix 13A Phase 1 DBA Annex 4).

The larger thicknesses of MG recorded by Fugro are generally within the historic landfill (fly ash) in the west, however MS-BH25 was within the “Main Site”. Without access to the exploratory hole logs, we cannot make further comment.

The geological succession in 13.5.6 Table 13.6 is noted to be from published mapping and historical borehole logs. These logs and records may not be representative of the whole development site area, and local variation must be considered.

Document Reference(s): Appendix 13A Phase 1 DBA Annex 4 part 1

Section 1.2	**Issue**	A Factual Report by Fugro has been omitted.
	Impact	We cannot fully assess some of the statements made if there is no factual data supplied. As such, we cannot ascertain if works have been carried out appropriately and reported accurately.
	Solution	Supply the report referenced.
Additional Comments: In 1.2 it states: “Details of the site investigations [sic] scope and the data can be found in Fugro’s Factual Report submitted separately.” We assume from Section 1.4 that this is report ref. F212561 - Ground Investigation Report (GIR) Factual Account. This report has not been submitted with the PEIR documents. As such, we have not been able to review the factual data. Throughout this report, there is reference to the Environment Agency’s Land contamination risk management (LCRM) guidance, with dates of both 2020 and 2021 given. The version in the references (Section 8) is stated as being 2021, with an “accessed” date in 2022. The consultant should take care to be consistent and accurate with their references.		

Document Reference(s): Appendix 13A Phase 1 DBA Annex 4 part 1		
Section 6.2.2	**Issue**	Incorrect usage of terms and colour coding of risk ratings are inconsistent.
	Impact	The Conceptual Site Model has limited value if the terms used are not adequately defined. The colour coding is misleading. We cannot assess it as it is. Inconsistency within the report devalues it and raises doubt about the validity of anything presented.
	Solution	Review the terms defined and used in tables 6.1, 6.2 and 6.5. Check consistency and accuracy of information within the whole report.
Additional Comments: The applicant and their consultants have referred to CIRIA C552 (2001) guidance on risk evaluation in at least three locations in the PEIR submission and appendices. In two cases, the guidance has not been correctly reproduced: • Chapter 13, Section 13.3.12 Table 13.4 is not wholly consistent with CIRIA C552. The equivalent table in Appendix 13A Phase 1 DBA Annex 2, Section 9.1.7 is correct. • Appendix 13A Phase 1 DBA Annex 4 part 1, Section 6.2.1 tables 6.1 and 6.2 are not consistent with CIRIA C552. Table 6.3 is broadly consistent with the guidance, taking the different terminology into account and with an additional column.		

CIRIA C552 is not mentioned in Appendix 13C, but the terminology for Probability and Consequence appears to be consistent with the guidance. We have not checked other reports supplied. In Table 6.5 (Preliminary Conceptual Site Model), the terms used for severity and probability of risk terms do not match the terms defined in tables 6.1 and 6.2. The colour coding of risk ratings is also not consistent with the preceding tables.		
Document Reference(s): Appendix 13A Phase 1 DBA Annex 4 part 1		
Sections 7 and 6.4.2 to 6.4.4	**Issue**	The extent of made ground removal is not confirmed. Contaminated soil may be reused on site, and there is no assessment of the risk posed by this process.
	Impact	Reuse or disposal of contaminated soil without appropriate testing and permits may be an offence under the Environmental Permitting Regulations 2016.
	Solution	Ensure project description in all chapters of the PEIR, in Appendix 13A Phase 1 DBA Annex 4, and all other documents, is correct and consistent. Make allowance for additional sampling and testing of any soils to be removed from site. Liaise with the Environment Agency about any permits or exemptions required for earthworks, and reuse or disposal of waste soils. Shallow groundwater may also be contaminated. Where this affects earthworks, it must be appropriately tested and disposed of. This is in addition to dewatering requirements mentioned elsewhere in the PEIR. A comprehensive testing regime can be beneficial to identify the lateral and vertical extent of impacted material.
Additional Comments: Report states that it is proposed to remove 300mm of the existing made ground. The lateral extent is not defined, so we assume this is from across the whole development site. This intention does not appear to be stated in the main report. In Chapter 4 The Proposed Development, there is no mention of “Made Ground”, “300mm” or “300		

mm". The only mention of "earthworks" or "excavation" is generic mention in 4.2.2. In Chapter 5, the only mention of stripping or excavation of made ground is in relation to the minimum offtake connection (MOC) and above ground installation (AGI) – 5.4.27 and 5.4.29.

Within the top 300mm soils, elevated levels of PAH's were identified across the Main Site. Fugro recommended "that this is discussed with the Local Authorities [sic] Environmental Health Officer to determine an appropriate course of action".

Appendix 13A has discussion of works which do not appear to be part of the current DCO application. This is confusing and suggests the report has not been written with the current development in mind.

Material in a former landfill is, by definition, waste. This is the case even if it proven to be inert, non-hazardous waste. As such, End of Waste status must be achieved before this is reused.

Document Reference(s): Appendix 13A Phase 1 DBA Annex 4 part 1		
Section 6.8	**Issue**	It states: "These are presented in Appendix XX". There is no Appendix XX for this report.
	Impact	We cannot assess the information in the appendix as it was not supplied.
	Solution	This should be checked and corrected or Appendix XX should be supplied.
Additional Comments:		

Document Reference(s): Appendix 13C Potential AOC Baseline Risk Scores		
Appendix 13C (whole document)	**Issue**	Unclear initialisms, inconsistent naming of references and missing information.
	Impact	Failure to define initialisms, and inconsistent naming of references, can cause confusion and ambiguity. Information, meaning and clarity can be lost. Lack of clarity of the definition and inconsistency with naming means the relevant sections of Chapter 13 are difficult to find (Section 13.3.5 to 13.3.10).
	Solution	Review and update relevant sections as necessary. Supply Figure 13.2 or remove or update reference in Appendix 13C.
Additional Comments: The term "AOC" is not clearly defined in the main report (Chapter 13), in Volume II Cover, Contents And Glossary, or in Appendix 13C.		

We note that the title to Table 1 in Appendix 13C is “Potential areas of contamination”. We assume this is “AOC”, but it is not explicitly stated. In Chapter 13, Section 13.3.9 and elsewhere the applicant has misnamed Appendix 13C as “Potential Areas of Contamination Further Risk and Impact Assessment”. This supports our assumption, but it is still not explicitly stated.

In Section 13C.1.2 there is reference to “Figure 13.2 (PEI Report)”. This has not been uploaded to Library — Keadby Next Generation Power Station with the other consultation documents. As such, we have not been able to review it.

Appendix 13C is misnamed in multiple locations throughout the main report (PEIR Chapter 13) and 01 Volume II Cover, Contents And Glossary.

Figure 13.2 is not listed in PEIR 01 Volume III Cover And Contents.

Risk score determination tables, defining the numbers used in Appendix 13C, are given in Appendix 13B. There is no explanation or reference to explain the land use classes, or how the Baseline Risk Scores have been derived. As such, there is limited value to the information.

Document Reference(s): Appendix 13C Potential AOC Baseline Risk Scores		
Section 13C.2	**Issue**	Incorrect assessment of the development’s boundary and that of contamination sources.
	Impact	Contamination risks to controlled waters.
	Solution	Review which sources are within or outside the boundary. Update the relevant sections and assessments as necessary.

Additional Comments:
Table 2 is an assessment of different contaminant sources, including whether they are within the site boundary. The applicant has determined some sources are ‘outside’ of the Proposed Development Site Boundary as they only “extend slightly to within” the boundary. We disagree with this, as anything within the boundary, even if not wholly, should be determined as being within the boundary. This includes, but may not be limited to, sources S4, S5, S6 and S10.

It incorrectly states that S9 is located entirely outside the boundary. The proposed vehicular site access crosses through S9 where it crosses the North Soak Drain.

While these sources are primarily outside the site boundary, the potential for contamination to be present where they are within the site cannot be ruled out. Dependent on the nature of the sources, contaminants outside the boundary might be able to migrate unrestricted into the site.

It is unclear why the text in some isolated cells in the tables of this appendix is coloured blue.

Document Reference(s): Appendix 13C Potential AOC Baseline Risk Scores and

Chapter 13 Geology, Hydrogeology and Land Contamination		
Sections 13C.2 and 13 13.7.8	**Issue**	Risk of harm categories for groundwater are incorrect. Perceived risk of harm to groundwater reported as lower than it should be.
	Impact	This could lead to unacceptable risks to groundwater and other receptors as the perceived risk has been misreported. It could have implications in site assessment and control measures put in place.
	Solution	Review the full document, to ensure risks levels are appropriately determined. Following this review, check and update Chapter 13 Table 13.12 and anywhere else where data are drawn from in Appendix 13C. Resubmit all relevant documents once complete.
Additional Comments: In Appendix 13C Section 13C.2 tables 5 and 10, the risk of both S1 and S2 causing harm to groundwater during construction is determined to be “moderate/ low to moderate risk”. The risk of harm post-construction is “Low to moderate/ low risk” for both sources. The potential impacts and baseline risks presented in Appendix 13C are summarised in PEIR Chapter 13 Table 13.12. The summary of the risk of S1 and S2 causing harm to groundwater (at any stage) is shown to be “moderate/ low risk”. This is lower than the highest risk determined in the AOC Baseline. These entries in the table should be “Low to Moderate risk”, taking into account all risk levels that may apply. In Appendix 13C Section 13C.2 Table 15, risk to groundwater during construction is determined as probability: low likelihood to likely, consequence is medium, risk during construction is given as “moderate/ low to low risk”. Following CIRIA C552 guidance (which we assume this assessment does, although not stated), the risk during construction should be “moderate/ low to medium risk”. We have not checked all such assessments in this Appendix. The applicant appears to have failed to correctly summarise their own assessment in Chapter 13. In doing so, the perceived risk of harm to groundwater has been reported as lower than originally assessed in at least two cases (tables 5 and 10). The risk to construction has been assessed incorrectly, compared to industry standard guidance, in at least one case (Table 15). Appendix 13C is extensive and we have identified numerous errors early in the document. As such we have not reviewed the full content at this stage.		

Appendix C - Flood Risk

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.5.100	**Issue**	Insufficient detail regarding construction and operation procedures for staff requirements in the event of a flood.
	Impact	Staff safety on site during a flood event must be a key consideration. Without suitable mitigation, flood water across the site could impact both safety and movement of staff, but also the safe operation of the site infrastructure.
	Solution	The potential vulnerability of staff on site should be clarified and assessed within both the PEIR chapter and the FRA. Flood mitigation measures set out for the site will need to ensure that staff required on site during a flood event would remain safe.
Additional narrative/explanation: Staff working on site are identified as a key receptor with regards flood risk (noted as 'very high sensitivity'); however, no further detail is provided on the construction and operating procedures around staff requirements on site generally and in the event of a flood. Please consult with the Lead Local Flood Authority (LLFA) in regards to flood evacuation plans.		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.6.29	**Issue**	Full details of the proposed replacement of Mabey Bridge have not been submitted.
	Impact	A new structure at this location has the potential to restrict flood flows and impact flood depths within the site and surrounding areas.
	Solution	The proposed replacement structure will need to be clear span and have no adverse impact on flood flows and depths.
Additional Comments: A Flood Risk Activity Permit (FRAP) will also be required. Full detail on the design and construction methodology of the structure will be required as part of this.		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.6.26 and 12.6.30	**Issue**	Culverting, infilling and access bridges on non-main river watercourses have not been fully detailed in the FRA.
	Impact	Proposed works have the potential to impact the movement and storage of water in and around the site.
	Solution	Full detail of these works should be included within the FRA, with reference to the relevant consenting procedures with other risk management authorities. As with structures on main river watercourses, the applicant should provide full design and construction details for any infrastructure proposed on watercourses within the

		site. This should confirm that there will be no adverse impact on flood flows and extents.
Additional Comments:		

Appendix D – Flood modelling

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.6.64 and 12A.9.57	**Issue**	If the current standard of protection afforded by raised embankments and walls on the left bank of the Tidal Trent remain unchanged, they could overtop in the design flood towards the end of the century. Inspection of the defended 0.5% (1 in 200) annual exceedance probability higher central climate change scenario for 2121 shows that defences overtop, and the proposed development site is inundated.
	Impact	Depending on the lifetime of the development, and if the land raising remains in place, flood risk could be increased to third parties in the future, if the standard of protection afforded by flood defences in the area remains unchanged.
	Solution	The impact of the remaining land raising in the defended 0.5% (1 in 200) annual exceedance probability higher central and upper climate change scenarios for 2121 should be quantified by presenting water level difference maps within the Flood Risk Assessment. If the plan is to leave any land raising in place, then associated compensatory flood storage should be sought to mitigate any impacts on flood risk to third parties.
Additional Comments: Section 12.6.64 and 12A.9.57 note that at the end of its design life, decommissioning of the proposed development will see the removal of all equipment down to ground level. Section 12A.9.57 describes how it is unknown at this stage whether the raised development platforms will be removed but for the purposes of this assessment it is assumed that they will remain. Please refer to the Tidal Trent model (Jacobs, 2023) defended modelled flood outputs for the 0.5% (1 in 200) annual exceedance probability (AEP) tidal scenario for 2121.		

Appendix E – Water resources

Document Reference(s): PEIR, Chapter 4 The Proposed Development and Chapter 12 Water Environment		
Sections 4.3 and 12.7.69	**Issue**	The PEIR identifies operational uses of water which are not covered by the purposes listed on the licence for water supply for cooling.
	Impact	License may not be suitable if other purposes are proposed.
	Solution	If any other operational uses of water are anticipated, then the use of water from the MD/028/0083/014 abstraction will require a formal variation to the licence. We recommend planning any licence changes far in advance of commencement as the determination process can be lengthy (up to 3 months).
Additional Comments: Under the licence, purposes are limited to evaporative cooling and process water.		

Document Reference(s): PEIR, Chapter 12 Water Environment		
Section 12.6.47	**Issue**	The cessation conditions of Licence MD/028/0083/014 are not considered.
	Impact	The applicant should be aware of the potential for water supply not to be available during peak summer months, periods of prolonged dry weather and drought.
	Solution	Contingency needs to be considered, or if potential outages are deemed acceptable or manageable for the development. The frequency of the level dropping to 2.6m AOD can be explored with the Canal and Rivers Trust (CRT) in order to evaluate how impactful this condition may be.
Additional Comments: Licence MD/028/0083/014 includes a cessation condition whereby no abstraction can take place when levels in the Keadby Pound are below 2.6m above ordnance datum (AOD). This level is the lower limit for navigation, and also protects against the need for increased abstraction from the River Don during low flows, experienced for example during prolonged dry weather. These scenarios are not covered in the Climate Change or Water Environment chapters of the PEIR.		

Document Reference(s): PEIR, Chapter 5 Construction Programme and Management and Chapter 8 Air Quality

Sections 5.4.13, 5.4.65-66, 8.5.2	**Issue**	To date the Environmental Impact Assessment has not considered water supply in the construction phase of the project where a number of consumptive uses of water have been identified.
	Impact	There are significant water demands from development in the Humber region which may rely on public water supply and not all of the construction purposes required above require potable water quality.
	Solution	As part of a basic water supply strategy, the proposal needs to consider other alternative sources of supply, for example within existing licence quantities.
Additional Comments:		

Document Reference(s): PEIR, Chapter 12 Water Environment		
Sections 12.6.4 and 12.6.8	**Issue**	The scope of the Water Management Plan (WMP) is unclear as to whether this will include water supply for some of the construction water demands identified. Access to new water should not be underestimated and there are significant demands on water companies to supply new development in this region.
	Impact	There may not be enough water available from water company supply to meet all demands in the Humber cluster and so efficient use of existing licences is critical in maintaining growth in such a water scarce region.
	Solution	A water supply strategy for abstraction is required for: • dust suppression, washing and concrete production (for example). • abstraction for dewatering • Identification of water company supply, new abstraction from surface water drainage or local watercourse • Consideration of the use of existing licences (We would encourage the use of existing licensed quantities under licence MD/028/0083/014.) The draft WMP should be submitted with the framework CEMP, submitted along with the ES.
Additional Comments:		

Appendix F – Marine

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section 11.5.20	**Issue**	Incorrect assumption that good ecological status will be achieved by 2027. We do not think it reasonable to assume that these improvements will be in place by a deadline, just because they are mandatory.
	Impact	This may lead to false assurance about the future status of a waterbody, and therefore undermine attempts to avoid or mitigate impacts to WFD waterbodies.
	Solution	Please re-word this section. You will need to ensure that, by actions relating to the development, the watercourses are able to achieve and support good status.
Additional Comments:		

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section 11.7.103	**Issue**	Incorrect assumption regarding cumulative effects from thermal discharges.
	Impact	Increased water temperatures can act as a barrier to fish species.
	Solution	Incorporate likely volume of discharge in addition to final temperature when considering potential thermal impacts to fish migration.
Additional Comments: The temperature of the combined discharges from Keadby 1 & 3, and therefore the volume of warm water that the river will receive, will be greater than the outflow of Keadby 1 alone.		

Document Reference(s): PEIR, Appendix 11C PEA Report		
Section 11C.3.1	**Issue**	Incorrect description of the River Trent tidal limit at Keadby.
	Impact	Incorrect statements may lead to misunderstanding of habitats around the projects and of risks that might arise from the development.
	Solution	Please provide correct and consistent descriptions of the marine environment. The tidal limit is well upstream of Keadby and the transitional water body extends ~12 km beyond Keadby to Owston Ferry. It is the

		boundary of the Humber estuary conservation designations that end at Keadby.
Additional Comments:		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Section 12.2.3	**Issue**	The Habitats Directive is not included in the list of legislation relevant for this chapter.
	Impact	Incomplete lists of legislation may mean that legal requirements are missed.
	Solution	Include the Habitats Directive and ensure that the list of legislation is complete.
Additional Comments:		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Table 12.2 and section 12.3.5	**Issue**	Incorrect description of waterbody.
	Impact	Mislabelling of defined waterbodies may lead to confusion or misunderstanding of potential impacts.
	Solution	Use correct labels for defined waterbodies, in this case - Humber Upper.
Additional Comments: The operational catchment water body that the project discharges into is Humber upper (one part of which is the lower end of the River Trent, downstream of Owston Ferry). The Trent river waterbody is much further upstream and not relevant to this project.		

Document Reference(s): PEIR, Chapter 12 Water Environment and Flood Risk		
Table 12.8	**Issue**	Contradictory statements regarding saltmarsh.
	Impact	Contradictory statements about priority habitat do not provide us with confidence that you have correctly identified important habitats, or appropriately considered relevant risks.
	Solution	Ensure that all statements about saltmarsh habitat are consistent and correct.
Additional Comments: “Adjacent to Keadby village, there are two existing discharge points into the River Trent from Keadby Power Station (SE 83536 11647 and SE 83655 12226), with trash screens and bollards to prevent collision from passing boats. The tide was low enough during the site visit to expose intertidal muddy sediments at the channel margins surrounded by vegetation that appeared typical of a salt marsh.”		

This phrase directly contradicts statements about saltmarsh elsewhere in the PEIR (such as 11.7.85; Appendix 12B Annex D.1.35.

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section 11.6.24 and 11.7.100	**Issue**	Insufficient mitigation to protect European eel at the point of abstraction.
	Impact	European eel (including glass and elvers) will be entrapped into the coolant water abstraction pumps (and associated infrastructure), which would cause harm and death. The current design does not protect glass eel and elvers.
	Solution	In order for glass eel and elver to be protected at the intake, the target intake velocity should be < 0.1m/s as well as a screen aperture size of 2mm. This is Best Achievable Eel Protection (BAEP)
Additional Comments: The Eels (England and Wales) Regulations 2009 state that 17 (1) requires that any diversion structure capable of abstracting at least 20 cubic metres of water through any one point in any 24-hour period must be screened appropriately or exempted. We agree that the screen aperture size should be 2mm and that this will sufficiently reduce the risk of entrainment of all eel life stages, as well as other fish species likely present in the Stainforth and Keadby Canal. However, the point of intake is within 30km of the Normal Tide Limit (NTL – the limit of the area of water that is affected by the normal movements of the tide), therefore glass eel and elver are likely present and could be impinged upon. As such, in order for glass eel and elver to be protected at the intake, the target intake velocity should be < 0.1m/s. This is made more necessary in canal conditions where sweeping velocity is limited. It is important to ensure that the highest protection is given to eels, as currently, there's already an abstraction in place for the existing power station; therefore impacts could be cumulative. We recommend looking at the most up to date Environment Agency guidance, which can be issued on request. The guidance is titled 'LIT 60516; Screening at intakes: measures to protect eel and elvers'.		

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section 11.7.97	**Issue**	Impacts on fish from any dredging activities not assessed or mitigated for.
	Impact	Any dredging activity may have an impact to fish species and migratory fish through changes in water quality by resuspension of dredge material, noise impacts and physical damage through entrapment. Certain methods of dredging can be more damaging to European eel, as they require an intake and outlet of water (suction dredging and water injection dredging).
	Solution	An exemption under the Eels (England and Wales) Regulations 2009 is likely to be required, with a mitigation plan in place. We would favour backhoe dredging and any dredging taking place outside of key periods for migratory fish.

		Furthermore, the WFD Assessment Report for Keadby 1 quoted was completed in 2015, which is 10 years ago. For any dredging licence application, we would expect to see an updated WFD assessment.
Additional Comments:		

Document Reference(s): PEIR, Appendix 11F Aquatic Ecology Survey Report		
Section 2.1.18	**Issue**	The timing restriction for piling to protect fish from noise is not sufficient.
	Impact	Atlantic salmon may be impacted by increased noise from piling activities.
	Solution	Atlantic salmon run up until the end of December in the tidal River Trent, therefore the timing restriction of no piling should run from September to the end of December.
Additional Comments:		

Document Reference(s): PEIR, Appendix 11F Aquatic Ecology Survey Report		
Section 12.5.96	**Issue**	Atlantic salmon populations of the River Trent not being considered in the future baseline.
	Impact	Recovering stocks of Atlantic salmon in the River Trent maybe hindered by the operation of the power station cumulatively, when taking into account climate change projections.
	Solution	The Atlantic salmon population of the River Trent is a recovering population, with a projection of an increasing population. This should be considered for the future baseline.
Additional Comments:		

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section 11.5.14	**Issue**	Otters have been scoped out as no evidence was found. However, otters will be using all major watercourses in and around the development, therefore otters need to be considered in terms of this proposed project. The North Soak Drain, which is a larger watercourse more likely to be used by otters, is within the red line boundary, but doesn't seem to have been included in the assessment.

		We have a recent record of a dead otter (RTA) being collected on the A18 - just west of the entrance on to site near Pilfrey Farm.
	Impact	Not considering otters in this assessment risks having a negative impact on the species. Otters are legally protected by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, and under the Wildlife and Countryside Act (As Amended) 1981. They are also listed as a Biodiversity Action Plan (BAP) priority species.
	Solution	Include otters in the assessment.
Additional Comments:		

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Table 11.7	**Issue**	Table 11.7 scoped out Hatfield Waste Drain LWS during operation of the proposed development.
	Impact	Risk of harm to ecological processes.
	Solution	Ensure the design of the new bridge doesn't impose further impacts the watercourse than the existing one, and if possible, lessens the impacts.
Additional Comments:		

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section 11.6, 11.6.16 and 11.7.54 to 11.7.58	**Issue**	We note that the current baseline data indicates that existing numbers of water vole are small and patchily distributed.
	Impact	Permanent loss of water vole habitat through loss of drains and the proposed bridge over Drain 1 (Glew Drain) could cause further negative impact to an already small, patchily distributed population. Water voles are protected under the Wildlife and Countryside Act 1981. The Environment Agency have a statutory duty to ensure the conservation of water vole and their environment under the Environment Act 1995. Water Vole are listed as a BAP species.
	Solution	Improve existing habitat and connectivity. Investigate the reasons for the small patchily distributed population.
Additional Comments:		

American Mink are known to be in the area, and so an eradication programme (catchment wide) may be required to enable the populations to recover. The eradication programme can be carried out in conjunction with the Waterlife recovery project (Waterlife Recovery Trust - Saving our native wildlife from the introduced American Mink).

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Section **11.6, 11.6.23 and 11.7.76 to 11.7.80**	**Issue**	Measures to prevent the spread of Invasive Non-Native Species (INNS) during construction are mentioned, but should also include preventing introduction of new INNS not already known to be present, and management/eradication measures of the INNS present.
	Impact	INNS cause harm to ecological processes.
	Solution	Assessment of INNS should extend to both the operational and decommissioning periods, as well as construction. We have recently found Floating Pennywort on the Stainforth and Keadby canal. This is a highly invasive species that needs to be factored into the assessment. American Mink should also be included as there are recorded sightings in this Area. We recommend you work with catchment-wide eradication projects.
Additional Comments: Floating Pennywort can grow up to 20cm per day, and may quickly dominate a waterbody, forming thick mats and impeding water flow and amenity use. Furthermore, they may out-compete native species by: • blocking out light • causing deoxygenation • obstructing air breathing insects from reaching the surface • impacting water temperatures. American Mink has significant impacts on native wildlife, especially water voles.		

Document Reference(s): PEIR, Chapter 11 Biodiversity and Nature Conservation		
Sections **11.7, 11.7.20 to 11.7.29 and 11.7.40 to 11.7.47**	**Issue**	The North Soak Drain, which is within the redline boundary, has been omitted from this assessment.
	Impact	Potential deterioration in WFD water quality if impacts aren't assessed and avoided/mitigated.
	Solution	Include the North Soak Drain in the assessment of impacts.

		Early engagement for all works on and adjacent to watercourses. Early engagement on design, location, mitigation and compensation measures.
Additional Comments: We note the following potential impacts to watercourses: • Stainforth and Keadby Canal Corridor LWS – abstraction structure. • Hatfield Waste Drain LWS – replacement of existing open span Mabey Bridge. • Potential loss of 2 minor field drains and part of a third (Drains A, 4 and 2 respectively). • Drain 1 (part of Glew Drain) – construction of new bridge – loss of natural bed due to IDB bylaws. • Second section of Glew Drain and a section of Keadby Common Drain – crossed by and could be affected during any upgrade works required to the existing track.		

Appendix H – Regulated industries

Document Reference(s): PEIR, Chapter 20 Materials and Waste		
Section 20	**Issue**	There is no mention of waste classification technical guidance WM3 when discussing the characterisation and classification of wastes.
	Impact	Failure to characterise and classify wastes in line with WM3 requirements may lead to difficulty removing wastes from site and/or unexpected contamination from those removed wastes being treated and/or disposed of at inappropriate facilities.
	Solution	Ensure that WM3 is recognised, and the requirements of the document are considered when classifying and characterising wastes.
Additional Comments:		

Appendix I – Our comments on the Flood Risk Assessment

We have reviewed Preliminary Environmental Information Report Volume II: Appendix 12A Flood Risk Assessment, and respond as follows.

Flood risk

Sequential Test

The FRA will need to fully address the Sequential Test, in order to show that the development is appropriately located, as referred to in Section 2.4.3. However, further detail is required to evidence robust site selection in relation to flood risk. This could be supported by appropriate mapping.

In accordance with the National Planning Policy Framework and the sequential test (paragraph 161), development should apply a sequential, risk-based approach to the location of development, taking into account all sources of flood risk, and the current and future impact of climate change, to avoid (where possible) flood risk to people and property. The project should take a sequential approach where it can, if there are any opportunities for development to be located outside of flood zones 2 and 3 and into flood zone 1, this should be prioritised.

Site Design

We note in Section 1.5.11, that the site will be designed to remain operational during the 1 in 200-year tidal flood event plus climate change, including a breach at that return period scenario. This will impact the design of the site, and the levels to which the site in general, and specific infrastructure, will be raised in mitigation of flood risk.

Assessment of Climate Change

The proposed lifetime of the development is discussed with a maximum expected design life of 35 years, operating from 2030 to 2065. It is assumed that the decommissioning of the site would follow beyond 2065 (Section 1.5.17). climate change should be assessed for a 75-year period, in line with the National Planning Practice Guidance (006 Reference ID: 7-006-20220825).

Flood Resistance and Resilience

Flood mitigation measures for the site, and for critical elements of the development will be subject to further flood modelling work. However, the principles set out for resistance and resilience in the FRA are acceptable.

Section 5.4.4 outlines that the main site would be raised above the modelled breach flood level for the 200-year event, including appropriate allowance for climate change. This would also include an additional minimum 300mm freeboard.

Further to this, it is proposed that critical operational infrastructure would be raised either an additional 1m, or to the Critical Flood Level (as set out in the North and North East Lincolnshire Strategic Flood Risk Assessment) plus 300mm freeboard.

It is recommended that areas of the site, where staff may be required to remain for operational reasons during a flood event, should be mitigated in the same manner as critical operational infrastructure.

Flood Evacuation

We recommend that flood evacuation procedures are developed for the site. Where the site is proposed to be remain operational, confirmation should be given of number of staff on site, and how they would remain safe. Emergency access to and from the site during a flood event will also need to be considered. Please consult with the LLFA on this matter.

Off Site Impacts

The FRA should fully detail off site impacts to flood levels resulting from the development. This has been quantified within previous modelling work. It is acknowledged that potential off-site impacts, based on the Keadby Carbon Capture Power Station development layout, may be offset by a reduced raised development platform. It is important to note that we would not accept any further increase in offsite flood levels.

Our position is supported by Section 5.8.15 of EN-1 Overarching National Policy Statement for Energy, which states that FRAs should include measures ensuring the “development will be safe and remain operational during a flooding event throughout the development’s lifetime without increasing flood risk elsewhere”.

Flood Modelling

The current FRA presents limited information on the water level differences (proposed minus baseline) for the breach scenario, and for the defended design scenario for different climate change time horizons. Consequently, it is difficult to understand the impacts of the development on flood risk.

Water level difference mapping needs to be provided in the final FRA. This should include the proposed minus baseline water levels for the breach scenario, and over topping scenarios, for different climate change epochs. We note that in Appendix C point inspection results are provided which do include the baseline with development water levels. Whilst these are useful, we also need to see grid comparison maps included.

A.1.3

As noted in section A.1.3.5, AECOM’s breach model uses older boundary condition data from the Environment Agency’s previous Tidal Trent hydraulic model (Mott Macdonald, 2014), which results in slightly lower tidal water levels. This could result in an underestimation of flow entering the site in the breach scenarios. We note that further consideration of the impact of the latest Tidal Trent modelling will be undertaken for the final FRA submission. We welcome this.

The AECOM (2023) site specific breach model schematisation is reasonable; however, this model should use the boundary conditions from the latest Tidal Trent (Jacobs, 2023) modelling, rather than the previous Tidal Trent modelling (Mott

Macdonald, 2014). You need to consider the impacts on breach water levels, by using the more recent Tidal Trent model water levels to inform the boundary conditions for the breach.

12A.9.54

This section notes that no model data is available where new crossings are proposed over Internal Drainage Board (IDB) watercourses, and therefore it is not possible to assess any impacts in detail. It also notes that the crossings may restrict flows during high periods of flow; however, if this were to occur, any impacts would be localised. Localised increases in flood risk could affect third parties.

Any proposed crossings should be designed so that the soffit level of any bridges sits above the design flood level. The design flood level for permanent crossings in this case would be the 1% (1 in 100) annual exceedance probability (AEP) plus higher central climate change scenario. For temporary crossings as part of the construction phase of the scheme the present day (without climate change) 1% (1 in 100) AEP scenario can be used. Consideration will need to be given to how the design flood level will be determined for the proposed crossings. Typically, this would be determined by undertaking hydraulic modelling, or referring to existing detailed hydraulic modelling data (where available). Alternatively, given the rural nature of these watercourses and the uniform trapezoidal shape of the channels, it may be possible to design soffit levels appropriately using the Mannings equation. The proposed crossings should be designed such that they do not increase flood risk elsewhere; or alternatively that it can be demonstrated that any increase in flood risk would not affect third party land, and would be confined to the order limits of the development.

Section 12A.5.17 Design Life

We note that as a precautionary approach a 75-year design life is being considered as part of the Flood Risk Assessment. We welcome this.

Section 12A.6.22 Climate change allowances sea level rise

We welcome the consideration of upper end allowances for sea level rise within the FRA. The sea level rise projections presented in table 5 reflect the most up to date allowances for the Humber River Basin District.

Section 12A.6.25 Fluvial climate change allowances

We agree that as the development is classed as ‘Essential Infrastructure’ that the higher central allowances should be used from a fluvial flood risk perspective. The allowances, presented in table 7, reflect the most up to date fluvial allowances for the Lower Trent and Erewash Management catchment.

Section 12A.6.29 Application of storm surge

Climate change allowances relating to storm surge have not been specifically considered as part of the FRA. The rationale for this being that the 2mm per year allowance would not be directly applicable to the River Trent adjacent to the site. We

consider reasonable the omission of storm surge when considering sea level rise for the H++ scenario, due to the following reasons:

- the location of the site
- the relatively small increase that would be caused by storm surge
- the consideration of a Critical Flood Level of 4.1 metres Above Ordnance Datum (mAOD) for safe refuge areas and some of the sensitive equipment

Section 12A.9.42 Mabey Bridge design

This section describes how the proposed clearance of the replacement bridge provides a 15mm higher soffit level than the existing Mabey Bridge soffit level. This is reasonable. We require the bridge to be clear span and our comments in Appendix C still apply.

Annex A Existing Model Reviews

Please note, Keadby pumping station is not operational in the defended scenario in the Tidal Trent (Jacobs, 2023) modelling. Within the Tidal Trent (2023) model the Three Rivers are linked to 6 abstraction units which represent Keadby Pumping station. Inspection of the model results across all scenarios show there is no flow across the abstraction units representing Keadby Pumping station. The abstraction unit mode does not change throughout the model simulation. Inspection of the logical rules within the 6 abstraction units show that abstraction should be occurring, however this does not happen within the current Tidal Trent model (Jacobs, 2023), because the abstraction unit mode is set to “Manual” rather than “Auto”.

The Tidal Trent (Jacobs, 2023) model is based on previous modelling of the Tidal Trent undertaken by Mott Macdonald in 2014. A review of the abstraction units for Keadby Pumping station within the previous model (Mott Macdonald, 2014) shows that, whilst the logical rules applied to the abstraction units within the 2023 model are consistent with the 2014 model, the abstraction unit mode is set to “Auto” after 0.5 hours for pumps 1 to 6 in the 2014 model; hence the pumps are operational in the previous model (Mott Macdonald, 2014). On this basis, the existing defended fluvial model outputs for the Three Rivers in the Tidal Trent (Jacobs, 2023) model are conservative, because:

- Keadby pumping station is not operational
- the channels are represented in 2d
- the channel bed levels are higher when compared to the surveyed channel cross sections used in the River Torne model (Capita AECOM, 2017)

The Tidal Trent model (Jacobs, 2023) provides a conservative and precautionary assessment of fluvial flood risk from the Three Rivers.

Section A.1.2.1 Environment Agency Trent Model

This section describes how the latest available model for the Tidal River Trent is the Environment Agency 2023 model. We agree that this reflects the latest available modelling data for the Tidal River Trent, at the location of the proposed development.

Section A.1.2.6 Suitability of Environment Agency Tidal Trent model

We agree that the Tidal Trent (2023) hydraulic model is suitable to inform the FRA. The fluvial hydrology applied to the hydraulic model is still considered reasonable and representative. The tidal boundary conditions applied to the hydraulic model are based on the Humber Extreme Water Level (HEWL) (Jacobs, 2020) model outputs, and are considered reasonable.

Annex B Keadby CSS Breach Modelling Report and Breach modelling report Addendum

We have reviewed the breach modelling report and addendum along with the associated hydraulic modelling. We agree that the breach modelling approach adopted and described in these reports is reasonable. The sensitivity testing on tidal water level boundary conditions described in the Addendum report is useful. The only area where further action is required, is with regards to considering the impact on breach water levels. This can be done by using the more recent Tidal Trent (Jacobs, 2023) modelled water level data to inform the boundary conditions for the breach.

Appendix J – Our comments on the Water Framework Directive report

We have reviewed the Preliminary Environmental Information Report Volume II: Appendix 12B WFD Assessment and respond as follows.

We note that this report covers only stages 1 and 2 of the WFD assessment process. Section 12B.8.2 states “It is recommended that a Detailed WER Assessment (Stage 3) is undertaken once more details about the scheme … are available”. We look forward to reviewing Stage 3 in due course.

Under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, development must support “good” WFD status of waterbodies and must not prevent potential “good” status. Where it does not support “good” or prevents potential “good” status then proposals must be changed, or if this is impossible, a WFD Article 4.7 (regulation 19) defence must be provided.

Summary

We would not currently recommend to the Secretary of State that the proposal meets the requirements of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (including regulation 19). The Overarching National Policy Statement for Energy (EN-1) states “The Secretary of State should be satisfied that a proposal has regard to current River Basin Management Plans and meets the requirements of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 (including regulation 19).”

We do not believe the development proposal to be compliant in regards to the following elements:

- Surface water ecological status
- Groundwater quantitative status
- Groundwater chemical status

The proposals, as mentioned in the WFD assessment, are likely to prevent the achievement of the Humber River Basin Management Plans's (RBMP) objectives.

Our concerns specifically relate to:

- Groundwater quantitative status
    - River Don is scoped out of assessment
- Groundwater chemical status
    - Insufficient Source-Pathway-Receptor model
    - Details of further assessments, monitoring and modelling are not given
    - Risks of drilling not considered for groundwater
- Surface Water ecological status
    - Protected fish species have been omitted from assessment (Twaite and Allis Shad)
    - River Don is scoped out of assessment (impacts on strategic fish pass)

We believe that the approach to the development is compliant with the Humber RBMP in regards to surface water chemical status only. Please note, this only reflects our remit within the DCO planning regime, and does not reflect an assessment in respect to permitting requirements. Permits will be required for the abstraction and discharge activities proposed as part of this development. Permitting falls under a different regime, and will assess the WFD impacts in regards to surface water chemical status. We strongly recommend you engage in enhanced pre-application advice for these permits as soon as possible.

Under our comments regarding the WFD surface water ecology status element, we raised concerns in respect to issues that are within our remit within the DCO planning regime; relating to protected species omitted from assessment and impacts to a fish pass on the River Don. These issues will need to be resolved for us to conclude there is compliance with the surface water ecology element. There are issues outside of our remit that fall within the remit of the permitting regime, relating to entrapment of fish species, and the effects of thermal plumes on fish migration.

These need to be addressed through engagement with our permitting regime, and a redrafting of the WFD assessment to reflect these discussions.

Our reviews reflect the information currently presented in the WFD assessment relating to the screening and scoping stages specifically. We await review of a WFD impact assessment.

Marine

Impacts of developments in tidal freshwater at the upper limit of saline intrusion of transitional waterbodies often fall through gaps between freshwater and marine assessments. As the linking habitat between true freshwaters and more marine habitats, it is important that they are given due consideration.

Relevant marine waterbodies (Humber Upper) have been identified. Downstream waterbodies (Humber Middle) are screened out as being too distant to be of relevance. We concur with this approach.

With respect to marine ecology, we agree that a potential worst-case scenario could arise from the need for cooling waters. Impacts from this, of relevance to marine ecology, would be:

- Impingement and/or entrainment of marine or diadromous fish and invertebrates
- Thermal pollution from the outfall, which may provide a barrier against migration or thermal stress. Although the planned works will not exceed the level of abstraction permitted within the existing licence (4.4.5), there will be discharge to the River Trent greater than occurs presently. There are thermal requirements for discharges into a Special Area of Conservation (SAC):
    - British Energy Estuarine and Marine Studies have produced Scientific Advisory Report Series: https://www.cefas.co.uk/publications/environment/beems-scientific-advisory-report-no-008.pdf
- Chlorine by-products from biocide treatment of cooling waters and infrastructure, with potential to harm organisms in or on the substratum or in the water column
- Disposal of maintenance dredging.
    - It is noted that an open marine disposal site is licenced in the River Trent around Keadby for disposal of monthly dredging waste from around existing assets
- Colonisation of new infrastructure by non-native species, including those that may be invasive (such as Zebra mussel - *Dreissena polymorpha* - which, although not yet present in the River Trent, is recorded widely from the Ouse, Humber and New Ancholme rivers).
- Installation of a cofferdam in the River Trent for infrastructure associated with temporary loss of submerged habitat, physical disturbance from water pumping or scour which can mobilise sediment. Any cofferdam should not impede movement by eels or other fish.
- Other impacts may be from bankside construction causing mobilisation of sediment and any associated contaminants.

We see that each of these is included in the WFD assessment, but recommend that some receive greater attention. For instance, we consider that, if chemical biocides are to be added to cooling waters and discharged into the Humber Upper, they should be added to the list of risks to Chemical Status (Table 10).

Invasive Non-Native Species

Risks from invasive species are correctly included, but we note that risks stem not only from marine plant, but from any equipment that has been used in the presence of INNS, regardless of habitat. This is particularly important given the proximity of problematic INNS in fresh or slightly saline waters, including zebra mussel (*Dreissena polymorpha*).

Surface waterbodies

Impacts have been considered for the different stages of the project (e.g. 5.3). However, the Humber Upper is not included in the summary matrix for Water Environment Regulations (WER) surface waterbodies (Table 17). We consider that this waterbody should include components of risk during construction and operation.

Fisheries

Discharge

Table 13 displays the scoping assessment of risks to biological fish. As well as water quality impacts, discharge of water could act as an attractant to fish which could lead to entrapment into the point of discharge, and/or increased exposure to predation, and/or increased estuarine residence time leading to delays in migration; all of which could impact on fish as a Biological Quality Element.

It should be noted that discharge of coolant water is likely to require a Discharge Licence. We note that the developer will be applying for Environmental Permits for abstraction and discharge. We would recommend that the applicant makes use of Environment Agency's enhanced pre-application service for environmental permits.

Changes in water quality due to the discharge should be assessed where Atlantic salmon and lamprey species are present in a transitional watercourse. Given the discharge location is within the boundary of the Humber Estuary SAC, which in turn has a run of Atlantic salmon (Salmo salar), sea trout (Salmo trutta), river lamprey (*Lampetra fluviatilis*) and sea lamprey (*Petromyzon marinus*) discharge should comply with conditions required for a SAC and a salmonid water.

Thermal discharge requirements for SAC (designated for estuary or embayment habitat) are a maximum temperature of 21.5°C as a 98 percentile at the edge of the mixing zone. Additionally, the deviation from ambient must not exceed 2°C as a maximum allowable concentration at the edge of the mixing zone. Finally, given the importance of the River Trent as a migratory route for fish adjacent to the proposed discharge point, the mixing zone should not occupy more than 25% of the cross-sectional area of an estuarine channel as an annual 95 percentile.

The Overarching National Policy Statement for Energy 2024 states under section 5.4.22: "The design of energy NSIP proposals will need to consider the movement of mobile/migratory species such as birds, fish and marine and terrestrial mammals and their potential to interact with infrastructure. As energy infrastructure could occur anywhere within England and Wales, both inland and onshore and offshore, the potential to affect mobile and migratory species across the UK and more widely across Europe (transboundary effects) requires consideration, depending on the location of development." The migratory route of fish cannot be obstructed by the proposed development.

The impacts of the discharge on fish from chlorination (if proposed) should be considered. Refer to the (British Energy Estuarine & Marine Studies (BEEMS) guidance in 'Chlorination by-products in power station colling waters', Scientific Advisory Report.

Abstraction, impingement and entrainment

We disagree that there is no risk of impingement or entrainment (Table 13). The planned abstraction of water for cooling must surely be driven by pumps, and therefore require appropriate screening as per the Eels (England and Wales) Regulations 2009; hence there will be a risk of impingement and entrainment. We note, however, that this will be a freshwater rather than marine risk (the intake being planned for the canal rather than the Humber Upper). Fish entrained from a freshwater body should not be returned to a marine waterbody.

By incorporating the need for a fish recovery and return (FRR) system into the screening system, it assumes there will be entrainment (Section 12B.6.38). Whilst it is acknowledged that the proposed screening set up may be Best Achievable Eel Protection (BAEP), it does not take away that FRR systems can lead to the mortality and damage (and subsequent mortality) of fish. We require a description of the FRR system being planned, with detail on how the design will mitigate any impacts to fish.

Abstraction for coolant water is likely to require an Abstraction Licence. The impact on fish as a Biological Quality Element from entrapment at the intake screen should be scoped into the WER (WFD) assessment. Additionally, the discharge on the watercourse from the FRR should be assessed via discussions with our permitting regime.

Pump screens

Pumps should have screens fitted that will be sufficient in stopping elvers from being

entrained (Section 12B.4.32). The default aperture is 2mm.

Habitats Directive

Atlantic Salmon are also an Annex II species of the Habitats Directive. There are also records of Twaite and Allis Shad in the Humber Estuary, and so there may be records in the Humber Upper waterbody. Both shad species are also Annex II species of the Habitats Directive (Section 12B.6.23). These species need to be assessed for impacts.

Groundwater and contaminated land

Legislation

Legislative context is summarised as Section 12B.3. Definitions pertaining to groundwater bodies are outlined as Section 12B.3. Assessment methodology is outlined as section 12B.4. The applicant has identified the salient points relevant for this report.

The applicant has outlined the quantitative and chemical tests for groundwater (sections 12B.3.11 and 12B.3.12 respectively). The assessment matrix is given as Section 12B.4.11 Table 3, but no information is provided on how the applicant will carry out the assessments.

We have not checked all references listed in Chapter 8, but noted that several instances of outdated versions of documents being cited. We have not checked that all documents referenced in the text are included in Chapter 8, but noted that some are missing; for example:

- Ref. 1. to Ref. 4. are not given.
- Ref. 8. CIRIA C741 (fourth edition) should be CIRIA C741 (fifth edition), published October 2023
- Ref. 11. Humber River Basin Management Plan: in the report body (Section 4.1.3) the Defra 2022 guidance is cited, but the link in Chapter 8 is for the 2015 revision, which has since been superseded.
- Ref 12. Environment Agency Pollution Prevention Guidance: this was withdrawn on 17 December 2015. We recommend the applicant uses current guidance when making these assessments.
    - The accessed date is given as September 2020, but this WFD report was issued November 2024. This is not an acceptable timescale.
- Ref. 13. Report NC/99/73 Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention. This guidance has been withdrawn. We recommend the applicant uses current guidance when making these assessments.
- In Section 12B.5.9 reference is made to Environment Agency (2017) Clearing the Water Guidance. This document does not appear to be included in Chapter 8. Please supply a reference.

We have primarily considered references for groundwater matters, albeit with some exceptions. This is not an exhaustive list.

Accessed dates for websites are generally not provided. Some published dates are incorrect or relate to older versions of documents. Some of the links do not work, pages are not found, or items are not available. It is unclear when or how the applicant used some of the resources referenced.

We recommend that the applicant checks all their references and updates the report as necessary, to incorporate changes made in later revisions. Withdrawn guidance should not be used.

Consideration of impacts

Sections 12B.4.23 and 12B.4.24 outline the source-pathway-receptor model, however in the discussion of sources, no reference is made to existing contamination or pollutants that may be present. We would like these to be considered alongside sources introduced as part of the construction and operation. For example, parts of the site are underlain by historic landfill associated with the existing Keadby power station.

In Section 12B.5.7 Table 7, the applicant sets out pathways to an effect, the extent of the zone of influence (ZoI), and the waterbodies that are directly within the ZoI as defined. We are generally satisfied that pathways which may affect groundwater have been identified. Disturbance and mobilisation of any existing contamination isn't explicitly stated. For the avoidance of omission, it should be considered alongside risks introduced during construction and operation. Where waste, foul and fire water storage is proposed, and where surface water drainage is over permeable soils, the risk of infiltration to groundwater, and the associated WFD groundwater bodies, must also be considered.

Potential impacts to groundwater during construction are summarised as Section 12B.6.44. We would like the applicant to add the risk of mobilising existing contamination, including contamination which has not been identified prior to commencement of construction.

Section 12B.6.47 states "it is not expected that there will be activities associated with the operation phase which could pose potential risk of deterioration to groundwater bodies". We disagree and consider that leaks and spillages could cause a risk without adequate mitigation. Further to this, firewater runoff and storage of firewater prior to removal from site, could pose a risk to groundwater if not appropriately designed (see also comments on Section 12B.5.7 Table 7).

Table 18 appears to state that no impact to WFD groundwater bodies is anticipated from any identified source. This contradicts sections 12B.6.44 and 12B.6.45, where risks are identified and the requirement for mitigation measures is confirmed. Stating in Section 12B.6.46 that risks can be mitigated, but providing no further information on how this can be achieved, is not sufficient to satisfy us that there will be no impacts. Details of further assessments, monitoring and modelling are not given. Operational risks mentioned in this response, which are currently not considered in the report, should also be considered in Table 18.

The report does not appear to consider impacts on groundwater levels (for example through dewatering or increased runoff), albeit most water is proposed to be discharged to surface water or mains sewerage networks. No modelling data is presented. This need to be considered.

Mitigation

Section 12B.4.28 states that pipework will be installed using open-cut or trenchless technologies. Groundwater will need to be considered in both cases, including use of drilling mud and risk of mud breakout where trenchless technologies are used. Section 12B.4.16 is a summary of activities which are exempt from the requirement for Environmental Permits for Flood Risk Activities. This includes “service crossing below the river bed, installed by directional drilling or micro tunnelling if more than 1.5 m below the natural bed line of the river”. In Section 12B.5.10, the applicant proposes that this activity needs no further assessment for the reasons given in 12B.4.16; however, risks to groundwater may still be present and should be considered.

The report states that wastewater will be removed via the existing sewer network (Section 12B.4.34). If this isn’t possible, it will be stored and treated on site then discharged into the River Trent. Any wastewater storage must be of sufficient size and thoroughly sealed to avoid leaking into the ground. Surface water is to be discharged into IDB drains or using SuDS (Section 12B.4.36). Again, risk to groundwater must be considered, especially with respect to siting and design of interceptors and bunds.

The applicant proposes to have a drainage system designed to prevent firewater from entering surface water (Section 12B.4.37). We support this. Any storage for firewater must be fully sealed, of sufficient size, and appropriately maintained, to prevent leakage into surface or groundwater bodies.

Water quality

Regarding the connection to the public sewer, it is necessary to liaise with the sewerage provider in advance to ensure a connection to this network is feasible. The provider may need time to upgrade assets/infrastructure to ensure the additional effluent stream can be accepted safely. Should a connection to the public sewer prove unfeasible, alternatives may need considering and assessed appropriately. It is our policy that a connection to the public sewer is always preferred. No non-exempt water abstraction or discharge activities shall occur without the correct environmental permit(s) and licence(s) being in place. Any new applications or variations to existing permit(s) and licence(s) should be applied for in a timely manner, to ensure these are in place before any abstraction or discharge activities begin. This guidance is relevant for all stages of the development including construction, operation and decommissioning. Should any changes to the proposal be considered, please inform us within a reasonable time, to ensure the changes can be properly assessed and considered.

We note the scoping out of 'Is in a waterbody with a history of harmful algae' in table 9 of the scoping assessment. Although there is no known monitoring of harmful algae in the area, it has the potential to appear over the development’s lifetime; therefore there needs to be consideration of potential future algae blooms with the assessment.

Water resources

The description of the project states that the preferred cooling method, for reasons of operational functionality and performance, is hybrid cooling of the CCGT, using water abstracted from the Stainforth and Keadby Canal.

The abstraction required for cooling water demands can be achieved using licence MD/028/083/014, which was varied in 2023 to increase quantities and to extend the reach representing the abstraction point. This licence already includes the purpose for evaporative cooling.

The decision document for the licence determination makes reference to the potential for impact to the River Don waterbody (as the report also states in 12B.5.11 to 12B.5.13) as a result of increased abstraction from the canal, which is supplied from the Don. This is mitigated for by works proposed to raise the lock gate level, and by improvements to leaks in the Keadby

Pound structure; which subsequently holds more water up instead of discharging to the Trent, making water available for the increase in quantity.

The Don has been scoped out of the WFD assessment on the basis that existing licences will cover water operational water demands. The impact to the Don from increased abstraction includes reductions in flow which can adversely affect Crimpshall fish pass. This part of the river is effectively closed to new consumptive abstraction as a result. This is a strategically important fish pass structure on the river Don which opens up significant water for fish migration.

Screening this waterbody out is only acceptable if:

- the improvements to the lock structure have been completed
- it can be demonstrated that the impacts of the licence changes are limited to reduced quantities discharged to the river Trent, as opposed to an increase in abstraction operated by CRT from the river Don as a result

The next opportunity to review the sustainability of the licence and the impacts of quantities abstracted is in 2026. However, the licence has not had extensive use to date and may only be used fully when the CCGT is operational.

The report describes other water demands are to be met by water company (potable) supply in 3.9.16. Construction phases of projects of this scale can include (but are not limited to):

- Measures employed for dust suppression
- Concrete batching
- Wheel/machinery wash down

There are significant water demands from development in the Humber region which may rely on public water supply. Not all of the construction purposes listed above require potable water quality. We would recommend that as part of a basic water supply strategy, the proposal considers other alternative sources of supply for example within existing licence quantities.

Appendix K – Informatives and Advice to Applicant

Biodiversity Net Gain

The watercourse Metric is an opportunity to deliver watercourse enhancements. BNG should be aligned with River Basin Management Plans, Local Nature Recovery Strategies, WFD objectives/mitigation measures, and Catchment Plans.

Please consider using the Technical Guidance – BSI Standards Publication BS 8683:2021 – Process for designing and implementing Biodiversity Net Gain – Specification.

Habitat Management and Monitoring Plan

The Habitat Management and Monitoring Plan is a detailed plan that outlines how the land will be managed over at least 30 years to create and enhance habitats for BNG and manage and monitor the BNG. Creating a habitat management and monitoring plan for BNG - GOV.UK

Air quality

Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend

			that the machinery used shall meet or exceed the latest emissions standards set out in Regulation (EU) 2016/1628 (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority. Use of low emission technology will improve or maintain air quality and support LPAs and developers in improving and maintaining local air quality standards and support their net zero objectives. We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection by the appropriate Competent Authority (CA), which is usually the local authority. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation, at sites that may require an environmental permit this informative should only be applied to the site preparation, construction, and demolition phases. Non-Road Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc.
E42	19 February 2025	North Lincolnshire Council [redacted]@northlincs.gov.uk	Planning Application Reference: CON/2025/29 Notice of proposed application for a development consent order pursuant to the Planning Act 2008 for the Keadby Next Generation Power Station. Location: Land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe, DN17 3EF Officer: Matthew Gillyon Thank you for your email dated 9th January 2025 giving North Lincolnshire Council (NLC) the opportunity to comment on the Notice of proposed application for a development consent order pursuant to the Planning Act 2008 for the Keadby Next Generation Power Station. I can confirm that after consultation with our internal technical consultees that North Lincolnshire Council has the following comments to make – **Highways** Thank you for consulting with Highways on the above proposal for a Combined Cycle Gas Turbine electricity generating station at the SSE site in Keadby. It is understood that this is proposed as an alternative to the consented Keadby 3 Carbon Capture and storage (CCS) Power Station, as this would allow the applicant flexibility in choosing which decarbonisation pathway becomes technically viable and commercial at the site first. It is noted that the route for a hydrogen supply pipeline has not yet been confirmed and that this would be progressed be a third party under a separate consent if required. The submitted Preliminary Environment Impact Report presents the interim findings of the Environmental Impact Assessment that is being developed to support the DCO application. I have reviewed the submitted information and would offer the following comments: • Table 10.1 – it's noted that a Transport Statement and Travel Plan will be submitted as part of the DCO application, although it is unclear whether the Travel Plan will cover both construction and operational phases. It is understood that

there will be a requirement for a Construction Phase Traffic Management Plan and that a Framework CTMP will be submitted as part of the DCO application.

- Para 10.2.12 – as part of the Devolution process for North Lincolnshire, a new 'Greater Lincolnshire Local Transport Plan' will be produced, which will replace the existing LTP for North Lincolnshire.
- Para 10.2.13 – emerging policy. The previous Draft Local Plan was withdrawn from Examination on 4th October 2024 following a decision from Cabinet on Monday 30th Sept 2024. A timetable for review of the Local Plan in a Local Development Scheme following withdrawal is yet to be released. The adopted Development Plan for the area remains:
    - Saved Policies of the Local Plan (2003)
    - Core Strategy (2011)
    - Housing and Employment Land DPD (2016)
    - Lincolnshire Lakes AAP (2016)
- Figure 10.1 – would query why the A18 between Frodingham Grange Roundabout (A1077) and Keadby Bridge (King George V Bridge) are not included as a link, as Frodingham Grange Roundabout would be the only permitted access/egress point for construction vehicles. However, I wouldn't necessarily expect a significant discrepancy in traffic flows compared to the west of Keadby Bridge. We have traffic data from 2022 from outside 53 Doncaster Road, which we can share with the applicant if required.
- Para 10.5.16 – Personal Injury Accident data. Can this be updated with data from 2023 and some of 2024 please.
- It is anticipated that construction will start between 2027 and 2034 and should last about 3.5 years. The construction workforce is expected to peak at 1,300 workers per day in months 26 and 27. We would want to see a monthly profile of staff numbers and HGV movements for the full construction period.
- The operational lifespan of the power station is expected to be around 25 years, so it is assumed that decommissioning activities would commence after 2063. It is noted that National Highways have suggested a Requirement for a Decommissioning Traffic Management Plan.
- The site will be accessed via the existing access on the A18 and Mabey Bridge, which needs replacing. This will be completed ahead of the main construction works and access during that time will be via the skew bridge to the east. The skew bridge is also the access point for oversized loads. All HGVs will access/egress from the west and no HGVs or construction staff will access the site via the B1392. This is acceptable and in line with previous developments on the site. It is understood that operational staff will also be required to access the site via the A18. It is noted that the applicant may request a Temporary Traffic Regulation Order to reduce the speed limit on the A18 in the vicinity of the site access. We would have no issues with a temporary speed reduction, supported by appropriate signage. However, the Local Highway Authority would not be supportive of a permanent reduction in the speed limit at this location. The developer would also be responsible for removing all associated signage once the TTRO ends.
- Abnormal Indivisible Loads (AILs) will arrive by barge and be offloaded at Railway Wharf, which will is included within the Order limits. Components will cross the B1392 onto a temporary haul road to the site. Traffic management will be required on the B1392 and this will need to be agreed with NLC's Network Management Team.
- It is understood that Bonnyhale Road may also be used for a small number of AILs as per previous applications. We would like to see a restriction on the number of loads that will travel this way as per previous applications.
- Chapel Lane will not be used by construction traffic or staff but will provide a connection to the proposed emergency vehicle access, only to be used as a secondary point of access and egress for emergency vehicles. This is acceptable.
- The DCO for Keadby 3 included localised widening on the A18 at the site access to provide a ghost island, it's unclear from the information provided whether this is still proposed or not. If isn't, then I would expect to see the rationale for this decision included in the Transport Statement

Archaeology

- Chapter 15 Cultural Heritage of the PEI Report refers to Appendix 15A Cultural Heritage Desk Based Assessment (PEI Report Vol II) which includes Figures 15A-1a – 15A-5 and a gazetteer of heritage assets (Annex A) (15.1.6; Table 15.2 Consultation Summary Table)
- Appendix 15A was not available on the project website during this consultation and I can offer no further comment on the desk based assessment at this stage
- Summary information of below-ground archaeological remains is presented in the PEIR Chapter (15.7.3-15) and of the historic landscape (15.7.27-28)
- Consultation is ongoing with the applicant's archaeological consultant to agree an appropriate mitigation strategy to be submitted with the ES once further construction details are known
- Mitigation measures for below-ground archaeological remains are set out in the PEIR Chapter (15.8)
- As agreed with this office, the archaeological mitigation strategy will be based on the previously agreed mitigation strategy for the Keadby CCS Power Station DCO application.

Environmental Protection

Thank you for your email requesting this departments comments on the above application.

The Proposed Development (Keadby Next Generation Power Station) is a Combined Cycle Gas Turbine (CCGT) power station which will form the start of the next generation of development on the Keadby site. The power station is designed to run on 100% hydrogen and able to run on 100% natural gas, or a blend of hydrogen and natural gas, from the start of operation.

However, it is currently anticipated that the hydrogen supply chain required for this may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas until such time as a commercially viable hydrogen supply chain option becomes available.

The Proposed Development is subject to ongoing technical studies, but the CCGT generating station is expected to achieve an electrical output capacity of up to 910 megawatts (MW).

The CCGT generating station, and associated infrastructure is to be located on land within the existing Keadby Power Station site that is under the control of the Applicant. The proposed electricity transmission, cooling water and natural gas and hydrogen supply infrastructure are predominantly located on land under the control of the Applicant, although they may cross other third-party land.

I can confirm that this department has the following comments to make.

Contaminated Land

This department has reviewed the following document:

- The Keadby Next Generation Power Station Project, Preliminary Environmental Information Report (PEIR) Volume I: Chapter 13 Geology, Hydrogeology and Land Contamination.

Section 13.6.3 of the PEIR confirms the following:

"Ground investigation will be undertaken before construction to inform the development of the preliminary and detailed design. The ground investigation will validate the assumptions made in the initial Conceptual Site Model and Preliminary Risk Assessment (Appendix 13A: Phase 1 Desk-based Assessment Addendum (PEI Report Volume II) and provide site-specific data upon which to base a land contamination risk assessment. The ground investigation will be designed to target the potentially contaminative sources identified, including the historical landfilling activities identified on the Site. Where risks are deemed to be unacceptable, further detailed quantitative risk assessment and if required, detailed remediation strategies will be developed accordingly, pursuant to the process set out by the planning authorities".

This department agrees with the recommendations and will await submission of the ground investigation when further comments will be provided.

Noise

This department has reviewed the following document:

- The Keadby Next Generation Power Station Project, Preliminary Environmental Information Report Volume I: Chapter 9 Noise and Vibration

This chapter of the PEIR addresses the potential effects of noise and vibration resulting from the Proposed Development on local residential and other human Noise Sensitive Receptors (NSR). Impacts during the construction, operation, including maintenance, and decommissioning of the Proposed Development are assessed.

Relevant guidance and legislation for informing the assessment is described for each topic area in the report. This department is satisfied with the approach, we have the following additional comments to make:

Construction Noise

A further detailed assessment and Construction Environmental Management Plan (CEMP) will be submitted once a contractor has been appointed.

Section 9.7.5. states that core construction working hours would be 07:00 to 19:00 Monday to Friday and Saturday 08:00 to 13:00. Some works may need to take place outside these core working hours and would comply with any restrictions agreed with the local planning authority, regarding control of noise and traffic.

No piling will be undertaken during the nighttime hours.

This department requests that if there is the need for construction works to take place during noise sensitive hours, that these are notified and agreed with the local planning authority in writing prior to going ahead.

To ensure consistency with other local authorities in the area, this department recommends the following working hours:

Working hours condition:

Construction, demolition and site clearance operations shall be limited to the following days and hours:

- 08:00 to 18:00hrs Monday to Friday.

- 08:00 to 13:00hrs Saturday.
- No construction, demolition or site clearance operations on
- Sundays or public holidays.
- HGV movements shall not be permitted outside these hours during the construction phase without prior written approval from the Local Planning Authority.
- Installation of equipment on site shall not be permitted outside these hours without prior written approval from the Local Planning Authority.

Reason: To protect residential amenity

Operation – Vibration

Vibration during the operational phase has been scoped out from detailed analysis on the basis of unlikely significant vibration impacts due to the distance between the proposed development and receptors, this is addressed in the Planning Inspectorate scoping report dated April 2024 and scoping opinion dated June 2024.

This department has previously requested that justification for this statement is provided. Table 9.3 ‘consultation summary’ confirms that vibration sensitive receptors will be identified in the PEI report in addition to noise sensitive receptors.

Operation – Noise

As previously advised, the operational noise impact of the Proposed Development will be predicted using computer noise modelling software, based on information on plant layout, and the operating conditions and the levels of noise generated by plant items and vehicles.

The significance of the noise impact of the Proposed Development during operation will be assessed using appropriate guidance.

This department highlights that BS4142 states “A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.” We would not therefore consider a rating level of +5dB above background to be acceptable. This department would expect to see background levels to be met, where possible, to avoid impact on residential receptors and background creep.

Cumulative Effects

The cumulative effects of noise associated with the Proposed Development and other committed developments in the vicinity are described in Chapter 21: Cumulative and Combined Effects.

At this stage of the EIA process a preliminary consideration of combined effects has been undertaken. Noise and vibration and the effects on receptors experiencing a minor adverse or worse effect during construction or operation will be considered cumulatively in more detail in the ES.

Air Quality

This department has reviewed the following document:

- The Keadby Next Generation Power Station Project, Preliminary Environmental Information Report Volume I: Chapter 8 Air Quality

This chapter of the PEIR addresses the potential air quality effects of the Proposed Development. Impacts during the construction, operation and decommissioning phases of the Proposed Development are assessed. The following comments relate to human health only.

The potential pollutant concentrations resulting from the projected emissions arising from the construction and operational phases of the Proposed Development have been predicted using atmospheric dispersion modelling techniques where appropriate.

Construction - Vehicle Movements

The Proposed Development would introduce additional vehicle movements in the study area that require screening to determine the potential for impacts on local air quality. The Institute of Air Quality Management (IAQM) guidance (IAQM, 2017) sets out indicative criteria to trigger the initiation of an assessment of air quality of a proposed development.

The report confirms that any assessment will conduct a conservative assessment of the air quality impacts of construction traffic, by using the lower IAQM screening criteria. Therefore, based on the AADT associated with the construction phase of the Proposed Development, detailed air quality modelling is required.

As a result, the assessment has used the latest version of dispersion modelling software 'ADMS-Roads' (v5.0.0.1) to quantify baseline pollution levels at selected receptors due to road traffic emissions.

The future decommissioning baseline scenario is not included, as it is considered that the effects would be comparable to, or lower than, construction impacts, particularly given the expected improvements in vehicle fleet emissions over that time.

This department agrees with this approach.

Construction – Non-Road Mobile Machinery (NRMM)

There are likely to be emissions to air during construction activities arising from plant or NRMM.

The report confirms that a qualitative assessment of the potential for impact from NO2 and PM10 emissions from NRMM on identified receptors will be made.

This department agrees with this approach.

Construction - Dust and Fugitive Emissions

The report states:

"The assessment undertaken for the Proposed Development is consistent with the overarching approach to the assessment of the impacts of demolition/ construction, and the application of example descriptors of impact and risk set out in IAQM guidance. It considers the significance of potential impacts with no mitigation and recommends mitigation measures appropriate to the identified risks to receptors."

In addition, the applicant confirms that a Framework CEMP will be provided with the final ES.

Operation – Vehicle Movements

The report states:

"No detailed assessment of operational traffic emissions has been made, as the numbers of additional vehicles associated with the operational phase of the Proposed Development are below the DMRB and IAQM screening criteria for requiring such assessment.

This department would expect this statement to be supported by evidence of vehicle movements and a comparison made to the appropriate IAQM/EPUK Guidance.

Operation – Emissions

An atmospheric impact assessment will be undertaken for the main point source emissions, utilising air dispersion modelling to assess the impact to air quality. The study will be desk-based and will assess the predicted concentrations of emitted pollutants that are potentially hazardous to human health at identified receptors (such as residential homes, schools, designated nature sites) within the study area, as well as the potential effect on the nearby AQMA.

The operational assessment has taken into account the potential for 100% natural gas firing and 100% hydrogen firing. It is considered that these two scenarios represent the full range of potential impacts that could occur from the Proposed Development, and that impacts associated with any interim operation on blends of natural gas and hydrogen would fall within this range.

An assessment of combined effects with the Keadby 2 Power Station emissions is considered by including Keadby 2 Power Station contributions as part of a modified baseline, given that Keadby 2 only became commercially operational in March 2023 and therefore will not be included in the baseline monitoring data available for the study area. As Keadby 1 Power Station has been operating for several years its emissions are already accounted for in baseline data.

The evaluation of the significance of air quality effects from the traffic and operational point sources has been based on the criteria referenced in IAQM/ EPUK guidance (IAQM, 2017), and in the Environment Agency's EPR Risk Assessment guidance (Defra and Environment Agency, 2016). The predicted changes in pollutant concentrations are compared to AQAL to determine the magnitude of change.

The impacts of all pollutant species released from the operational Proposed Development are predicted to result in negligible adverse effects at all receptors within the study area. The impact of NO2, CO, NH3 can therefore be considered to be (not significant) at all human health receptors.

This department has no further comments to make at this time.

Conservation

This being an alternative to the already approved, the only thing to note is it doesn't give detail of the elevations, scale etc of what the alternative would look like.

Presuming it would be similarly industrial and not of any greater scale than what was given consent under the previous DCO it would have a similar impact as that project in any glimpse views to through and of the identified built heritage assets within the cultural heritage documentation. This notes that the proposal would be visible in

some locations.

I have no comments to make unless it turns out the scale, elevations etc turn out to be substantially bigger than that previous consented. In which case I'd look to review the assessment of impact on setting of heritage assets with that new information in hand.

Spatial Planning

The proposal is for the construction, operation and maintenance of a combined cycle gas turbine generating station to be known as Keadby Next Generation Power Station, designed to run on 100% hydrogen with a capacity of up to 910MW.

However, it is currently anticipated that the hydrogen supply chain may not be available at the start of operation, in which case the power station would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas. The proposal is an alternative to the consented Keadby 3 Carbon Capture and Power Station and will generate in excess of 50 megawatts and will therefore be a Nationally Significant Infrastructure Project.

The proposal site is located to the west and northwest of Keadby village and falls within the boundary for the existing Keadby Power Station and lies adjacent to the operational Keadby and Keadby 2 Power Stations.

The vast majority of the site falls outside of the development limit of Keadby and is therefore located within the open countryside. Any development proposal in this area would have to demonstrate how it complies with Policy RD2 and other environmental based policies that befit the countryside location, or provide significant evidence that the proposal's derived economic benefits and 'green credentials' would outweigh any policy concerns.

It is noted that the immediate landscape is of more industrial in nature and is dominated by wind turbines, high voltage transmission lines and the mass of the existing power stations.

Ecology

Thank you for consulting Place Policy & Strategy on the above application.

EIA Screening

The applicant has identified that The Proposed Development is a 'Schedule 1' development under the EIA Regulations as it constitutes "Thermal power stations and other combustion installations with a heat output of 300 megawatts or more". EIA is compulsory for Schedule 1 developments given the type and/or the scale of the development is likely to have the potential for significant effects on the environment.

Overall Project Rationale

We support the principle of low carbon electricity generation, which will help to deliver carbon reduction policies set out in the NPPF, UK Clean Growth Strategy, Environment Bill, Humber Clean Growth Local White Paper, North Lincolnshire Core Strategy and new Local Plan.

Scoping

We would expect the scope and content of the environmental statement (ES) to be guided considerably by the findings, consultees' comments and the Examining Authority's written questions for the previous alternative Keadby CCS Power Station/Keadby 3 project. For example, viewpoint requirements for the Landscape and Visual Impact Assessment (LVIA) are likely to be similar. and comments of previous Habitats Regulations Assessments (HRAs) should be taken into account.

It is noted the hydrogen supply pipeline route is likely to be delivered by a third party under separate consent and is thus not included in the scope of the EIA. This is understandable, though it should be noted that such a development is likely to have significant impacts of its own, given the presence of priority habitats and species and internationally, nationally and locally important sites all around the proposed power station.

Landscape

Landscape and visual impacts need to be considered in terms of the adopted Landscape Assessment and Guidelines and the Countryside Design Summary. I also recommend the use of the Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3, 2013), produced by the Landscape Institute and the Institute of Environmental Management & Assessment. Core Strategy Spatial Objective 10, policies CS5 and CS16 and Saved Local Plan Policies LC7 and RD2 should also be considered.

The Adopted Landscape Assessment and Guidelines document (SPG5) gives the following guidance for this area (relevant excerpts only):

"Industrial Landscape – Burringham, Gunness, Keadby

Landscape Strategy:

Aim to minimise the continual development of this industrial area and reduce the existing impacts on the surrounding landscape through enhancement of the peripheral areas.

Landscape Guidelines:

Efforts should seek to contain this area; any new industrial developments should be suitably sited to minimise impact, both visual and environmental on the surrounding landscape. New industrial constructions should be built from light materials that dissipate with backdrop over distant views.

Seek to minimise immediate impacts of industrial development by use of mitigation planting close to the development; mitigation of wider impacts may damage open character. New planting should look to screen components built from heavy and visually intrusive materials.

Tree planting should be encouraged around settlements to improve their eventual assimilation with the surrounding landscape. Inappropriate planting should be actively discouraged."

"Flat Drained Farmland – Althorpe, Amcotts, East and West Butterwick, Owston Ferry

Landscape Strategy:

Enhance the remaining landscape structure, ensuring that future developments in farming practice do not continue to weaken the area's character, whilst conserving pockets of riverside strip farming. Where possible enhance wildlife potential.

Landscape Guidelines:

Refer to Axholme area historic landscape character zones drawing to determine appropriate approach in detail.

[…]

In places hedgerow and occasional tree planting should be encouraged to reinforce existing landscape structure without damaging the open characteristics. Smaller areas of tree planting should be targeted towards farmstead areas softening their presence in the landscape, reflecting the pattern of linear shelterbelts already common to the area. Planting is also appropriate around settlements with the exception of riverside strip farming areas.

New hedgerow planting should look to reinstate historic field boundaries in areas where hedgerow removal is still in evidence. In particular, historic landscape zone boundaries should be reinstated to highlight the differences between medieval strip farming, Early Enclosed Land and Recently Enclosed Land.

[…]

Any new planting should reflect existing in species, size, and regularity to create consistency throughout the character area. Planting of inappropriate species within historic landscape areas should be actively discouraged.

New built development within the open countryside should be sited within existing farmstead and agro-industrial areas, reflecting the local vernacular and being integrated with the surrounding area by a competent landscape enhancement scheme.

[…]

Avoid hedgerow planting along roadside areas, as this would be detrimental to the landscape's open character. There is evidence of such planting south of Amcotts. Intermittent roadside tree planting in existence north of Amcotts is a more appropriate use of planting that will enhance the landscape structure without damaging its character.

Where possible areas of riverbank and peripheral rough grazing should be managed and planted to encourage wildlife and ecological potential. Ensure maintenance and survival of linear drainage ditches and dikes. Where possible a diverse range of emergent plant species should be encouraged to create new and important ecological and wildlife habitats."

Habitats Regulations

The application site lies immediately adjacent to the Humber Estuary Special Area for Conservation (SAC) and Ramsar Site. The Planning Inspectorate, as competent authority, will need to carry out a Habitats Regulations Assessment (HRA) of the project. In accordance with government guidance, "The competent authority will require the applicant to provide such information as may reasonably be required to undertake the assessment." In this case, the information required will include, but not be limited to:

- A plan, showing the location of the proposals in relation to the boundaries of the Humber Estuary SAC, SPA and Ramsar site.

- A habitat survey of the application site and surrounding areas, with particular reference to habitat features that may support breeding, wintering or passage birds associated with the Humber Estuary SPA and Ramsar Site.
- Recent wintering and passage survey information sufficient to assess the usage of the application site, adjacent land and adjacent SSSI units by birds associated with the Humber Estuary SPA and Ramsar Site.
- Details of potential impact pathways considered alone and in combination with other plans and projects. Pathways include air quality (including NOx, N deposition and ammonia), noise and water resources.
- Assessment of the potential for entrainment and other impacts on river and sea lampreys.
- Details of other matters considered in the HRA for Keadby CCS Power Station/Keadby 3.
- Details of any impact avoidance measures that are a) integral to the project, or b) proposed to avoid harm to the SAC and Ramsar site.

In terms of HRA screening for likely significant effect, government advice states that, “At this stage, you should not consider any mitigation measures included by the proposer for the purpose of avoiding or minimising risk to a European site. These mitigation measures need to be considered at the appropriate assessment stage.”

Potentially, this could include the “impact avoidance measures” described in the PEIR. Therefore, such measures should be clearly described in the submitted ES.

Protected and Priority Species

I have considered this application in accordance with Natural England's standing advice for protected species - http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx.

I agree that surveys for great crested newts, otter, bats (roosting), white-clawed crayfish and Schedule 1 bird species can be scoped out of the EcIA, based on the information provided.

Similarly, I agree with the surveying proposed for:

- Badger
- Bats (foraging)
- Breeding birds
- Fish
- Aquatic & terrestrial invertebrates
- Flora
- Reptiles (grass snake)
- Water vole

A PEA and UK Habs survey have been conducted, along with further species surveys where necessary. The survey was conducted in March 2024, outside of the optimal survey period, however due to previous developments on the wider Keadby Power Station site, these habitats have been frequently surveyed over a 5-year period and therefore, there is unlikely to be significant changes since the previous survey in 2023.

Thus far, survey data indicates a protected species licence may be required for water vole.

Biodiversity Enhancement

The National Planning Policy Framework states that:

“187. Planning policies and decisions should contribute to and enhance the natural and local environment by:

a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils […]

b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

[…]

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;

[…]

and

“193 d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate...;”

With this proposal, if appropriate impact avoidance, mitigation and compensation measures can be delivered, then further biodiversity enhancement should be secured by:

- Provision for protected and priority species recorded in ecological surveys.
- Installation of bat boxes and nestboxes.
- Sensitive site clearance and construction methods.
- Use of native trees and shrubs of high landscape and biodiversity value.
- Reinforcement of existing hedgerows with hedgerow trees and mixed native species.
- Watercourse enhancement, as proposed.

Where habitat creation is proposed as mitigation, compensation or planning gain, the underlying survey information should be adequate for regulatory authorities to assess whether the proposals are feasible. In addition to information on species and habitats, it will also be necessary to measure physical conditions including (but not exclusively) soil conditions and hydrology. Where applicable, the applicant should follow the standards set out in Natural England Technical Information Notes.

Where the creation of flower-rich habitats is proposed, particularly on arable soils of high nutrient status, ongoing management must be adequate to maintain botanical species and arrest any succession to coarse and ruderal species. This may entail sensitive cutting or grazing with the removal of arisings.

Biodiversity Net Gain (BNG)

			The DCO application will be accompanied by documents detailing the BNG approach for this development. Consultation with students at Althorpe & Keadby Primary School have suggested ideas for BNG fulfilment, including an orchard, wildflower meadow, nature reserve, wildlife pond, woodland path, insect and hedgehog habitats, tree planting and a community sensory garden. SUDs principles should be utilised due to the area's propensity to flooding, and BNG habitats should similarly consider the local geological and hydrological factors to best deliver habitats whilst providing community value and enhancing habitat networks. **Cumulative and in-combination assessments** Cumulative and in-combination assessments are currently on-going, with Stage 1 and 2 currently completed. Scunthorpe Electric Arc Furnace (PA/2024/123), Tween Bridge Solar Farm (DCO EN010148), North Lincolnshire Green Energy Park (DCO EN010116), North Humber to High Marnham (DCO EN020034), Moors Solar Farm (PA/SCR/2021/8), Pilfrey Solar Farm (PA/SCR/2021/7) and the future development Project Union are included on the list for the CEA. Additionally, temporary construction haul road (PA/2023/1915 & PA/SCO/2023/3) has been carried forward to the short list. 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 or this development.
E43	19 February 2025	National Gas Transmission PLC NGTDCO@fishergerman.co.uk	Statutory Consultation in Accordance with Section 42 'Duty to Consult' of the Planning Act 2008. Application by SSE Hydrogen Developments Limited (the Applicant) for an Order granting Development Consent for The Keadby Next Generation Power Station Project (the Proposed Development) I refer to your email dated 09/01/25 regarding the above proposed DCO. This is a response on behalf of National Gas Transmission (NGT). Having reviewed the scoping consultation documents, NGT wishes to make the following comments regarding gas infrastructure which may be affected by proposals. NGT has 1 feeder main located within or in proximity to the Order limits. Details of this infrastructure is as follows: • Feeder Main – FM07 – Eastoft to Keadby PS • Cathodic Protection Groundbeds/TR • Ancillary apparatus Please note that NGT has existing easements for these pipelines which provides rights for ongoing access and prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip. You should also be aware of NGT's guidance for working in proximity to its assets, further guidance and links are available as follows. CATHODIC PROTECTION SYSTEM To ensure a high level of safety and reliability in operation, National Gas Transmission's assets are protected by a cathodic protection system. It is essential that buried steel pipework associated with the transmission and distribution of natural gas is

designed, installed, commissioned and maintained to withstand the potentially harmful effects of corrosion and that the corrosion control systems employed are monitored to ensure continued effectiveness. Installations in the vicinity of National Gas Transmission's assets which may potentially interfere with the cathodic protection system must be assessed and approved by National Gas Transmission, and appropriate control measures must be put in place where required.

Installations which have the potential to interfere with National Gas Transmission's Cathodic protection system include (but are not limited to):

1. High voltage cable crossings and parallelism
2. High voltage ac pylon parallelism
3. Battery Energy Storage Systems
4. Third party pipelines with cathodic protection systems
5. PV Solar arrays

Further information on D.C interference can be found in UKOPA/GPG/031 Edition C Microsoft Word - UKOPA GPG 031 DC Interference Ed 1.docx

Microsoft Word - UKOPA GPG 031 DC Interference Ed 1.docx (hold ctrl and click to access). Further information on A.C. interference can be found in UKOPA/GPG/027 UKOPA Good Practice GuideUKOPA Good Practice Guide (hold ctrl and click to access)

The safe limits for transfer voltage and impressed current that a high-pressure gas pipeline can be exposed to are outlined in T/PL/ECP/1, T/PL/ECP/2 and BS EN 50122-1. These are the safe limits for non-electrically trained personnel.

Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGT's apparatus, NGT will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. A Deed of Consent will also be required for any works proposed within the easement strip.

Key Considerations:

- NGT has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.
- Please be aware that written permission is required before any works commence within the NGT easement strip. Furthermore, a Deed of Consent will be required prior to commencement of works within NGT's easement strip subject to approval by NGT's plant protection team.
- Any large installations which may result in a large population increase in the vicinity of a high pressure gas pipeline must comply with the HSE's Land Use Planning methodology, and the HSE response should be submitted to National Gas Transmission for review.
- The below guidance is not exhaustive and all works in the vicinity of NGT's asset shall be subject to review and approval from NGT's plant protection team in advance of commencement of works on site.

General Notes on Pipeline Safety:

- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and NGT's Dial Before You Dig Specification for Safe Working in the Vicinity of NGT Assets. There will be additional requirements dictated by NGT's plant protection team

- NGT will also need to ensure that its pipelines remain accessible during and after completion of the works.
- Our pipelines are normally buried to a depth cover of 1.1 metres, however actual depth and position must be confirmed on site by trial hole investigation under the supervision of a NGT representative. Ground cover above our pipelines should not be reduced or increased.
- If any excavations are planned within 3 metres of NGT High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a NGT representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.
- Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with NGT's Plant Protection team is essential:
    - Demolition
    - Blasting
    - Piling and boring
    - Deep mining
    - Surface mineral extraction
    - Landfilling
    - Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)
    - Wind turbine installation - minimum separation distance of 1.5x the mast/hub height is required, and any auxiliary installations such as cable or track crossings will require a deed of consent.
    - Solar farm installation
    - Tree planting schemes

Traffic Crossings:

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.
- Permanent road crossings will require a surface load calculation, and will require a deed of consent.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.
- The type of raft shall be agreed with NGT prior to installation.
- No protective measures including the installation of concrete slab protection shall be installed over or near to the NGT pipeline without the prior permission of NGT
- NGT will need to agree the material, the dimensions and method of installation of the proposed protective measure.
- The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to NGT.
- An NGT representative shall monitor any works within close proximity to the pipeline to comply with NGT specification T/SP/SSW22

New Asset Crossings:

- New assets (cables/pipelines etc) may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.

			• The separation distance for a cable >33kV is 1000mm and pre and post energisation surveys may be required at National Gas Transmission's discretion. A risk assessment/method statement will need to be provided to, and accepted by National Gas Transmission prior to the deed of consent being agreed. Where a new asset is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres. • A new service should not be laid parallel within an easement strip • Clearance must be at least 600mm above or below the pipeline • An NGT representative shall approve and supervise any cable crossing of a pipeline. • A Deed of Consent is required for any cable crossing the easement **Where the promoter intends to acquire land, extinguish rights, or interfere with any of NGT apparatus, protective provisions will be required in a form acceptable to it to be included within the DCO. NGT requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection.** **Adequate access to NGT pipelines must be maintained at all times during construction and post construction to ensure the safe operation of our network.**
E44	20 February 2025	Associated British Ports [redacted]@abports.co.uk	THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT- LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATION, TRENTSIDE, KEADBY, SCUNTHORPE, DN173EF In response to your email dated 09/01/2025 regarding Section 42 'Duty to Consult' Planning Act 2008 & Regulation 13 'Pre-Application Publicity Under Section 48 (Duty to Publicise)' of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 we would make the following representations. Our position remains unchanged from previous responses. <u>Waterborne Transport Off-Loading Area</u> Use of Keadby Rail Wharf for the transport of abnormal loads must align with the parameters set out and used in the Keadby 2 Project. <u>River Water Abstraction (Option in River Trent)</u> We have been unable to see what the final permanent structure on the River Trent may look like, we are therefore unable to approve same until we can carry out a detailed assessment with regards to navigational risk and impact on river users. We also note the proposal includes an option for a temporary cofferdam to be built in the River Trent, about which we have concerns.

			The information we have received indicates that the cofferdam will extend 30m from MLWS into the river; this has the potential to cause disruption and be a navigational hazard to commercial vessels navigating on that part of the river while it is in place. Not only does the structure itself cause a potential obstruction to navigation but it may also have unforeseen effects on the riverbed which includes the potential effect it may have on the natural shoaling process of the river that could lead to a further limiting of the depths within the navigational channel which is immediately adjacent to the subject area. In the absence of detailed plans, we cannot fully assess the risk the cofferdam will have on commercial operations and therefore cannot agree with the proposal. We are therefore advising that any construction required in this area does not encroach any more into the river than existing infrastructure, this should limit the risk of any unforeseen consequences. We expect to be fully consulted upon at full application stage and reserve the right to maintain our position.
E45	20 February 2025	PDP Ports [redacted]@pdports.co.uk	Keadby Next Generation Power Station We write in response to the letter dated 9 January 2025, which is the first communication PD Ports has received in relation to the Proposed Development. The plan attached to the letter shows that land within the ownership of PD Ports Properties Limited and operated by PD Port Services Limited is proposed to be used for a construction access route. We are concerned as to the impact of the proposed construction access route on our interests and, at this stage, do not have sufficient information to understand the potential impacts during the construction phase and subsequent use of the Proposed Development. We are keen to meet with the Applicant and its professional team in order for them to explain the impact of the Proposed Development on our interests.
E47	20 February 2025	Natural England [redacted]@naturalengland.org.uk	**Keadby Next Generation Power Station** **Land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe, DN17 3EF** **Consultation in accordance with Section 42 “Duty to Consult” of the Planning Act 2008 & Regulation 13 “Pre-Application Publicity Under Section 48 (Duty to Publicise) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017** Thank you for your consultation on the above dated 9th January 2025 Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

In responding to your consultation, we have reviewed only those chapters that we consider to be most relevant to our statutory purpose. Therefore, our response in Appendix 1 is based on the following chapters of the Preliminary Environmental Impact Report (PEIR):

- Chapter 8 – Air Quality
- Chapter 11 – Biodiversity
- Appendix 8A – Air Quality Construction
- Appendix 8B – Air Quality Operation
- Appendix 11E – Riparian Mammal Survey Report
- Appendix 11D – Confidential Badger Report

Please note, our comments on impacts to European Sites Humber Estuary SPA, SAC and Ramsar are limited to air quality as we have identified a change from the previously consented Keadby 3 Carbon Capture Power Station NSIP (EN010114) scheme on this site, and so have updated our advice. However additional impacts, which were addressed in the HRA for the previously consented scheme, should also be brought forward into the HRA for this project where the impact pathway still applies. This should include the securing of appropriate mitigation as required.

For any further advice on this consultation please contact the case officer [redacted]@naturalengland.org.uk) and copy to consultations@naturalengland.org.uk.

Appendix 1: Natural England Comments in response to the Preliminary Environmental Impact Report (Keadby Next Generation Power Station)

Air Quality

Following review of Chapter 8 Air Quality, Appendix 8A Air Quality Construction and Appendix 8B Air Quality Operation, Natural England is pleased to provide the following comments for your consideration:

- We note reference to an HRA screening document, however this does not appear to be included in the document library or within the materials we have received.

Screening Out Sites with PC <1% of Critical Level:

- Several protected sites have a Process Contribution (PC) of less than 1% of the critical level. We note that these sites appear to have been discounted from further assessment without the consideration in-combination impacts. We would welcome clarification regarding these omissions, as in-combination effects could still be significant.

Methodological Approach to Screening for Adverse Effects:

- The methodology suggests that if a site is below 70% of its critical level/load, then there is no significant effect even if the Process Contribution (PC) is greater than 1%.
- This is not aligned with Natural England's usual approach, where anything over 1% PC, alone or in combination, should be screened into an Appropriate Assessment (AA). While procedurally important, this distinction is unlikely to materially change the outcome - particularly for NOx, where the Predicted Environmental Concentration (PEC) is only about 30% of the critical level, but the PC exceeds 1%, indicating a Likely Significant Effect (LSE).

Clarification on Approach to the Humber Estuary:

- It is stated that the most affected area within the Humber Estuary is unvegetated, meaning the most sensitive saltmarsh vegetation would not be impacted.
- We recommend that clear evidence is provided to support this conclusion - for example, mapping the location of saltmarsh and unvegetated areas alongside the isopleths. Currently, isopleths appear to be provided for NO_2 and NOx but not for nitrogen deposition (Ndep), which is relevant for assessing impacts on vegetation.

Treatment of Keadby 2 Emissions in the Baseline:

- We note that Keadby 2 emissions have been incorporated into the baseline to create a "modified baseline", rather than assessing Keadby 2 as an in-combination project.
- While this approach is not necessarily incorrect, it is different from the more typical method, which would consider both projects together in an in-combination assessment - particularly as Keadby 2 became operational after the most recent APIS baseline.
- There is a concern that treating Keadby 2 as part of the baseline could downplay the need for mitigation by assuming its contribution is already accounted for, rather than assessing the potential for adverse effects from both projects together.
- Natural England would welcome written justification with regards this methodology to support a robust justification of no adverse effects on integrity (AEoI) or harm.

Protected Species

Following consideration of Chapter 11 Biodiversity, Appendix 11E Riparian Mammal Survey Report and Appendix 11D Confidential Badger Report, Natural England is pleased to provide the following comments:

Water vole

- Update surveys should be undertaken prior to the start of construction as described in 11.6.16. of Volume I: Chapter 11 Biodiversity and Nature Conservation.
- At this stage it is difficult to comment on the suitability of proposals without access to The Water Vole Impact Avoidance Strategy.
- Prior thought should be given to the receptor area(s) as a result of the 2024 surveys, which show Drain 1 to be at carrying capacity. Compensation or enhancement of areas may be required prior to the displacement of water voles if suitable adjacent habitat is unavailable.
- The mitigation strategy should ensure the wider water vole population is not fragmented by the development.

Otter

- Update surveys should be undertaken prior to the start of construction as described in 11E.6.10. of Volume II: Appendix 11E Riparian Mammal Survey Report. If otters are found to be within the development footprint or surrounding areas, an appropriate avoidance-mitigation strategy should be drawn up.

Badger

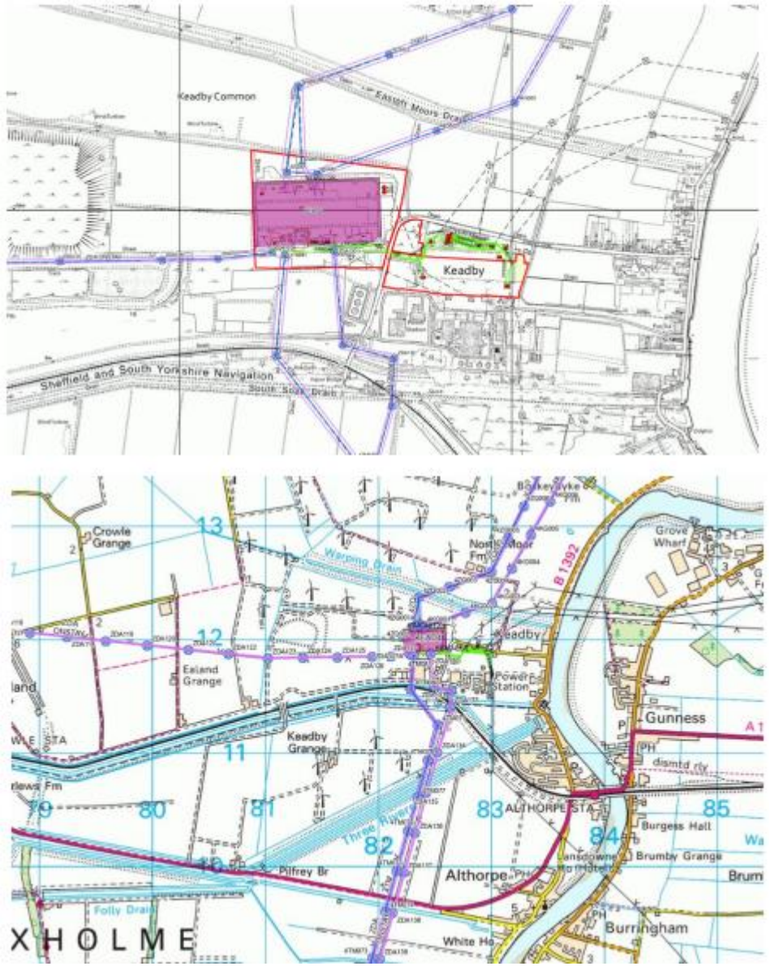
			• Update surveys should be undertaken prior to the start of construction as described in section 11D.6.8., making note of any newly created setts and any changes to the use or classification of existing setts. • While there is no exact cut off for disturbance works, generally works outside of 30m from setts are considered low risk. However, this is dependent on the type of construction and the level of disturbance it may pose to the sett. For example, high impact drilling or boring works may cause ground vibration, significant at distances greater than 30m away, while low impact above ground construction may not pose any significant disturbance risk at less than 30m from the sett. It is therefore, the at the discretion of the customer/contractor to assess the risk posed to any badger setts by the specific works proposed, and whether a disturbance licence would be required. • Natural England would like to see an indication of the distances of construction works from any Main Setts, with detail on the type of construction proposed and its impacts to badgers before we can comment on the whether disturbance licence would be required.
E48	28 February 2025	Lincolnshire Wildlife Trust jwood@lincstrust.co.uk	**Reference**: Keadby Next Generation Power Station **Proposed Developments**: construction, operation and maintenance of a combined gas turbine (CCGT) generating station with a capacity of up to 910 MW. Lincolnshire Wildlife Trust [The Trust, hereafter] is a conservation charity in the county with a strategic remit to support conservation of the natural world, lead on the recovery of key habitats and species, and empower local communities to take action for nature. The Trust is supported by over 27,000 members across Lincolnshire. Thank you for inviting comment from Lincolnshire Wildlife Trust through this consultation. Our conservation officers have reviewed the referenced developmentagainst a series of strategic conservation and ecological criteria. We recognise the development is being proposed as an alternative to the previously consented Keadby Carbon Capture Power Station (Keadby 3 CCS). In review of the consultation documentation, we have identified a number queries and concerns over potential impacts, however we note the mitigation and avoidance strategies are not available at this stage and are proposed to accompany your full DCO application. In review of this proposal we note the similarity in development footprint and ecological impacts to the previously consented Keadby Carbon Capture Power Station (Keadby 3 CCS). In review of Pier Chapter 11: Biodiversity, all significant species receptors appear to have been considered and impacts identified. From the information presented, The Trust holds concerns over the lack detail on mitigations to avoid or minimise impacts to a number of proximal Local Wildlife Sites, particularly those in the development boundary, or within 100m. We note numerous references that detailed mitigation will be provided within the forthcoming ‘Landscape and Biodiversity Management and Enhancement Plan’. Similarly, we note references made to the production of a Water Vole impact avoidance strategy. The Trust wishes to register as an interested party for these issues, and would welcome early sight of both documents and proposals. The Trust holds distinct reservations over references to the unrestricted use of natural gas prior to the establishment of the local hydrogen supply chain. We maintain a standing objection to the increased use of fossil fuels in any new development, as this does not contribute to energy security and merely delays the nation’s transition to renewable sources. In 2008, the UK became the first country to introduce a long-term legally binding framework to reduce its impact on climate change. The Climate Change Act 2008 sets targets that require greenhouse gas emissions to be reduced by at least 80% by 2050 compared to 1990 levels. We refer to the North Lincolnshire Local Development Framework and support the core strategy

			position 11.21, acknowledging the region is in a transitionary phase, and is seeking to reduce its reliance on fossils fuels and instead support renewable energy resources. In reference to the recent Finch ruling (2024)1 we anticipate consideration of upstream and downstream emission consequences based on your differing supply chain establishment scenarios to be included within the formal DCO application. If you have any queries regarding the above, please do not hesitate to contact me.
E49	7 March 2025	National Grid Tiffany.Bate@nationalgrid.com	**Ref: Keadby Next Generation Power Station** **Statutory Consultation Planning Act 2008 Section 42** I refer to your letter dated 19th January 2025 in relation to the above proposed application. This is a response on behalf of National Grid Electricity Transmission PLC (NGET). Due to the proximity of some of our existing or future assets, NGET wishes to express their interest in further consultation while the impact on our assets is still being assessed. Where the Promoter intends to acquire land, extinguish rights, or interfere with or work within close proximity to any of NGET's apparatus and land, this will require appropriate protection and further discussion on the impact to its apparatus and rights. NGET assets form an essential part of the electricity transmission network in England and Wales. Please continue to consult NGET in regards to this development. **NGET will require an adequate form of Protective Provisions included within the Order.** <u>Substation</u> • KEADBY 400 kV Sub Station • Associated overhead and underground apparatus including cables <u>Overhead Lines</u> 4KG 400 kV OHL KEADBY - KILLINGHOLME 4ZQ 400 kV OHL CREYKE BECK - HUMR – KEADBY 4ZDA 400 kV OHL DRAX - KEADBY - THORPE MARSH, DRAX - KEADBY - THORPE MARSH 4TM 400 kV OHL KEADBY - WEST BURTON 1, KEADBY - WEST BURTON 2 <u>Cable Apparatus</u> • BLYTON CCT1 underground cable • BLYTON CCT2 underground cable • BROUGHTON CCT2 underground cable • BROUGHTON CCT3 underground cable

- SGT3 underground cable
- SCUNTHORPE CCT1 underground cable
- SCUNTHORPE N-S1 underground cable
- SANTON CCT1 underground cable

I enclose a plan showing the location of NGET's apparatus in the scoping area.

The plan below shows the location of NGET's apparatus in the scoping area.



New infrastructure

Please refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network. [redacted]

NGET requests that all existing and future assets are given due consideration given their criticality to distribution of energy across the UK. We remain committed to working with the promoter in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible. As such we encourage that ongoing discussion and consultation between both parties is maintained on interactions with existing or future assets, land interests, connections or consents and any other NGET interests which have the potential to be impacted prior to submission of the Proposed DCO.

The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage. https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects. Where it has been identified that your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.

These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed.

The following points should be taken into consideration.

Electricity Infrastructure:

- National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset
- Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 – 8 Technical Specification for "overhead line clearances Issue 5 (2019)", which publicly available...
- If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines, then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.
- The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they are both aware of and understand this guidance.
- Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") drawings should be obtained using the contact details above.
- If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.
- Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or "pillars of support" of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation ("pillar of support") drawings can be obtained using the contact details above
- National Grid Electricity Transmission high voltage underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New Roads and Street Works Act. These provisions provide National

			Grid full right of access to retain, maintain, repair and inspect our assets. Hence, we require that no permanent / temporary structures are to be built over our cables or within the easement strip. Any such proposals should be discussed and agreed with National Grid prior to any works taking place. • Ground levels above our cables must not be altered in any way. Any alterations to the depth of our cables will subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network and requires consultation with National Grid prior to any such changes in both level and construction being implemented. To download a copy of the HSE Guidance HS(G)47, please use the following link: http://www.hse.gov.uk/pubns/books/hsg47.htm Further Advice We would request that the potential impact of the proposed scheme on NGET's existing and future assets as set out above and including any proposed diversions is considered in any subsequent reports, including in the Environmental Statement, and as part of any subsequent application. Where any diversion of apparatus may be required to facilitate a scheme, NGET is unable to give any certainty with the regard to diversions until such time as adequate conceptual design studies have been undertaken by NGET. Further information relating to this can be obtained by contacting the email address below. Where the promoter intends to acquire land, extinguish rights, or interfere with any of NGET apparatus, protective provisions will be required in a form acceptable to it to be included within the DCO. NGET requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection. All consultations should be sent to the following email address: [redacted]@nationalgrid.com I hope the above information is useful. If you require any further information, please do not hesitate to contact me. The information in this letter is provided not withstanding any discussions taking place in relation to connections with electricity customer services.
E15	12 March 2025	Network Rail [redacted]@networkrail.co.uk	Please accept our apologies for the lateness of this reply. I write in respect of your consultation under Section 48 of the Planning Act 2008 (as amended). Having considered all details of these consultations, I can confirm that Network Rail wishes to make the following comments: Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure as well as both its associated assets and estates. Network Rail owns, operates, maintains, and develops the main rail network. Since Network Rail aims to protect and enhance the railway infrastructure, any proposed development from a third-party developer to be built either near the railway line or which could potentially affect our specific assets and/or land interests, will need to be carefully considered.

Impact on Infrastructure

Since your proposal would involve interaction with Network Rail's operational railway, it is strongly advised that you take all potential areas of concern to Network Rail into account, in their documentation for consideration at planning. Therefore, it is imperative that Network Rail's Asset Protection team in the eastern region be consulted directly by you, to ensure that all risks to our railway infrastructure are safely managed from all construction-related activities associated with your proposed development.

Investigation and Mitigation

Network Rail would have an interest in understanding the full impact of your proposed development on all our infrastructure in the vicinity. This further understanding should identify improvements and/or mitigations required to facilitate your proposed development. As such, these will need to be funded by you to ensure the safe and efficient running of our operational railway.

A Basic Asset Protection Agreement or a Structures Agreement with Network Rail may be required before you can proceed with any design or construction work alongside, above or below Network Rail's Infrastructure. Therefore, we request that you engage with Network Rail's Asset Protection Eastern team (AssetProtectionEastern@networkrail.co.uk).

Network Rail have their own standard protective provisions for third-part development that could potentially have an impact on Network Rail's operational railways, land and/or assets, and these must be included on the face of the DCO, as a minimum. To request a copy of our protective provisions and discuss any other agreements that will need to be entered with Network Rail, it is recommended that you contact both [redacted] through each of their respective email addresses:

[redacted]

Several legal and commercial agreements might also need to be entered, for example, method statements, connection agreements, property agreements as well as any other relevant legal and commercial agreements that are deemed necessary. Please note that this list is not exhaustive and will need to be reviewed after further details of the scheme are discussed between both parties. In addition, any easements required by you are required to go through Network Rail's business and technical clearance processes, as well as all other relevant rail industry processes.

Please note that Network Rail reserves the right to change its position in relation to any further information received about your proposed DCO and/or its impacts on Network Rail's operational railways, land and/or assets.

On another note, you should be made aware of the likely possibility that you may be responsible for all charges and/or costs associated with Network Rail in relation to their proposed DCO.

Thank you once again for providing Network Rail with the opportunity to comment on this Section 48 Consultation. I trust that the above comments have been made clear, however, if you do require any further information or have any other queries, then please do not hesitate to contact me.

Appendix 11A: Section 46 letter to Secretary of State

Date: 8th January 2025
Your Ref: EN0110001
Our Ref: 17427

DWD

6 New Bridge Street
London EC4V 6AB
T: 020 7489 0213
F: 020 7248 4743
E: info@dwdllp.com
W: dwdllp.com

National Infrastructure
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol, BS1 6PN

FAO: [redacted] – Case Manager

By email to: [redacted]@planninginspectorate.gov.uk

Dear Mr Keates,

THE KEADBY NEXT GENERATION POWER STATION

LAND AT, AND IN THE VICINITY OF, THE EXISTING KEADBY POWER STATION (TRENTSIDE, KEADBY, SCUNTHORPE DN17 3EF)

NOTIFICATION IN ACCORDANCE WITH SECTION 46 'DUTY TO NOTIFY SECRETARY OF STATE OF PROPOSED APPLICATION' OF THE PLANNING ACT 2008

I write on behalf of Keadby Next Generation Limited (the 'Applicant') in connection with the Keadby Next Generation Power Station Project ('Keadby Next Generation' or the 'Project').

The Applicant is proposing to submit an application to the Secretary of State for Energy Security and Net Zero (the 'SoS') pursuant to section 37 of the Planning Act 2008 (the 'PA 2008') for development consent for the construction, operation and maintenance of a combined cycle gas turbine ('CCGT') generating station with a capacity of up to 910MW electrical output (the 'Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe (the 'Site').

The Proposed Development is expected to comprise one high efficiency CCGT unit and associated infrastructure. The Proposed Development will be designed to run on 100% hydrogen. However, it is currently anticipated that the hydrogen supply chain may not be available at the start of operation, in which case the Proposed Development would also need to be able to operate using 100% natural gas or a blend of hydrogen and natural gas. This scenario would be required until such time as a technically and commercially viable hydrogen supply chain option becomes available to the Site. The Proposed Development will be known as Keadby Next Generation Power Station.

The Proposed Development is an alternative to the consented Keadby 3 Carbon Capture Storage ('CCS') Power Station and would be located on the same site. By obtaining consents for two low carbon CCGT technology options (i.e. CCS-enabled in the form of Keadby 3 CCS Power Station and hydrogen-fired in the form of the Proposed Development) on the Site, the Applicant and its parent company can continue to support the UK's security of supply in accordance with Government policy, and be ready to develop a low carbon CCGT as soon as a commercial decision can be made based on market certainty around the availability of either a CO2 pipeline or a hydrogen supply.

The Proposed Development will be located entirely within the administrative boundary of North Lincolnshire Council ('NLC').

The Project will generate in excess of 50 megawatts ('MWe') and will therefore be a Nationally Significant Infrastructure Project. The Applicant will therefore require a DCO under the PA 2008.

It is anticipated that the proposed application for development consent will be submitted in August 2025.

This letter represents the Applicant's notification to the SoS of the proposed application pursuant to section 46 of the PA 2008.

Section 42 of the PA 2008 requires prospective applicants for development consent to consult on their proposed application with those persons specified in the PA 2008 and in regulations made pursuant to the PA 2008. The Applicant will commence consultation pursuant to Section 42 by issuing a letter (the 'Consultation Letter') accompanied by consultation documents (the 'Consultation Documents') to the persons specified in the PA 2008 and in regulations made pursuant to the PA 2008 on or around 9 January 2025.

A notice pursuant to Section 48 'Duty to publicise' of the PA 2008 will be published as follows:

- The Times – 9 January 2025
- London Gazette – 9 January 2025
- Lloyds List – 9 January 2025
- Fishing News – 9 January 2025
- Scunthorpe Telegraph– 9 January and 16 January 2025
- Doncaster Free Press – 9 January and 16 January 2025
- Goole Times, Selby Times & Epworth Times– 9 January and 16 January 2025

In accordance with Regulation 13 of 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017' (the 'EIA Regulations'), the Applicant will also send a copy of the Section 48 Notice to the relevant consultation bodies and to any person notified to the Applicant in accordance with Reg. 11(1)(c) of the EIA Regulations on or around 9 January 2025.

The deadline stated in the Consultation Letter (and on the Section 48 Notice) for the receipt of comments and representations on the Proposed Application is **11.59pm on 20 February 2025.**

The Consultation Documents that are to be provided to the persons specified in the PA 2008 and in regulations made pursuant to the PA 2008 (and other 'non-prescribed persons') will be accessible via the Project Website: www.keadbynextgen.com/library and include

- a plan showing the extent of the Project Site edged in red and the development areas of the Site (Figure 3.3) of the Preliminary Environmental Information Report;
- the Preliminary Environmental Information Report and its Non-Technical Summary;

- a Community Newsletter which will be sent to people living within the vicinity of the Project Site; and

- the Section 48 Notice that is being published.

The Consultation Documents, along with example versions of the Consultation Letter, can be downloaded from the following fileshare link:

https://dwd.ctit.co/url/f3222brefnyjrcib

I look forward to receiving the SoS's acknowledgement of the Applicant's notification to the SoS of the proposed application pursuant to Section 46 of the PA 2008. In the meantime, should you have any questions please do not hesitate to contact with myself or my colleagues Stephen Rose or Nathan Cheung [redacted]

Yours sincerely,

[redacted]

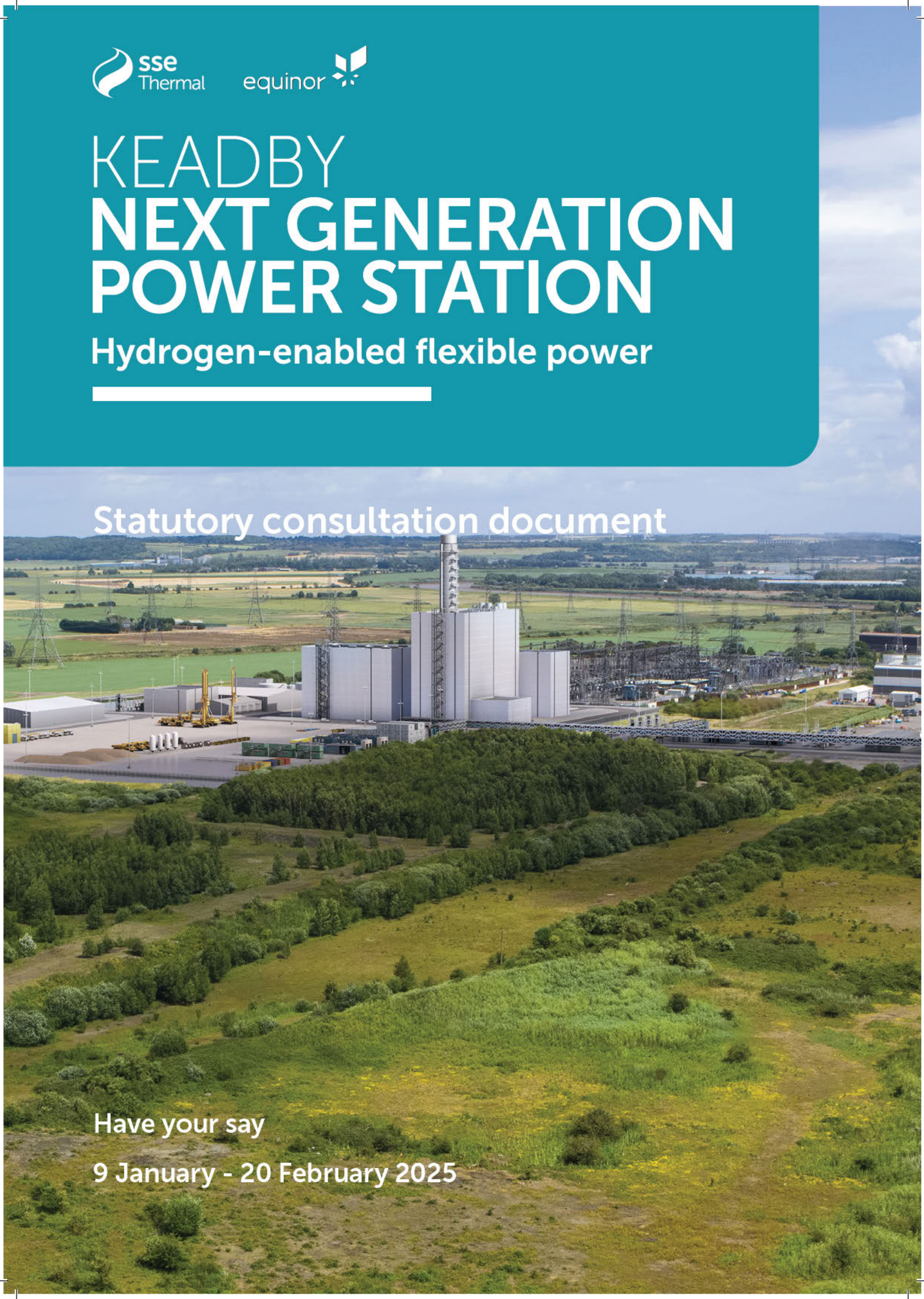
Geoff Bullock
Partner – Head of Planning
DWD – on behalf of H2 Teesside Limited
[redacted]

Appendix 12A: Statutory Consultation document

sse Thermal equinor

KEADBY NEXT GENERATION POWER STATION

Hydrogen-enabled flexible power



Statutory consultation document

Have your say

9 January - 20 February 2025

Contents page

Get involved

There are lots of ways you can take part in the consultation.

Visit our website: **www.keadbynextgen.com**

Visit our virtual consultation room: **keadbynextgen.consultation.ai**

Visit our in-person events, where you can chat to the project team

Read copies of our consultation materials, which are available at document inspection venues, at in-person events, on our website and at our virtual consultation room – or you can ask us to send them by post[1]. We encourage people to view the materials online where possible to reduce the environmental impact of printing and distributing additional materials.

Email us at: **keadbydevelopments@aecom.com**

Write to us at: **Freepost KNG POWER STATION CONSULTATION** (no stamp needed)

Have a question, but don't want to submit a response to the consultation?

Phone us on: 01202 043652

Email us at: keadbydevelopments@aecom.com

To find out more, please see the 'How to take part' section of this document

About this document

Thank you for taking part in our statutory public consultation on the proposed Keadby Next Generation Power Station. This is a new power station that could generate up to 910 megawatts (MW) on the existing SSE Thermal Keadby site, which we refer to in this document as 'the project'. This consultation is an important step in delivering the project, which would help support UK energy security by contributing to the UK's long-term decarbonisation goals of Net Zero emissions by 2050.

In this document, we describe the proposals for the project, including location, key benefits and likely effects. We also explain where you can find more information and submit your comments.

We'd like to hear what you think, so please tell us about any ideas, local knowledge or concerns you may have. We'll consider all your feedback as we develop our proposals and the project design.

This statutory consultation is taking place between Thursday 9 January and Thursday 20 February 2025. Please respond by 23:59 on Thursday 20 February 2025. Your feedback will help us ensure the project considers local people's and business' views as we develop the project.

Please see the 'This consultation' section of this document for more information on the purpose of the consultation, and the 'How to take part' and 'Your feedback' sections which explain how to take part.

[1] *We reserve the right to charge for a paper copy of the full PEIR document to reflect the costs of printing and distribution due to the size of the document.*

SSE Thermal and Equinor – who we are

Keadby Next Generation Power Station is a vital part of helping deliver UK energy security and achieving the UK's long-term decarbonisation goals, namely achieving its target of Net Zero emissions by 2050. The power station is designed to run on 100% hydrogen (and able to run on natural gas or a blend of hydrogen and natural gas) - there are no direct carbon dioxide emissions from burning hydrogen which is why our project is so important to getting to a Net Zero future. Together, Equinor and SSE Thermal are developing Keadby Next Generation Power Station and four other low-carbon projects[2], all focused on providing vital flexibility to the energy system.

SSE Thermal

SSE's vision is to provide the energy needed today while building a better world of energy for tomorrow. It operates an industry-leading fleet of flexible generation and energy storage assets across the UK and Ireland.

SSE believe flexible and efficient thermal energy will play a critical role in the transition to a Net Zero future, complementing renewable generation and maintaining security of supply.

Its vision is to become the leading provider of flexible thermal energy in a Net Zero world.

Visit: **www.ssethermal.com** to find out more.

Equinor

In 2022 Equinor published its Energy Transition Plan outlining measures to enable it to deliver an ambition to be Net Zero by 2050. As part of this plan Equinor has pledged to invest at least 50% of its gross capital expenditure in renewables and low carbon projects by 2030, including offshore wind, carbon capture and storage, and hydrogen projects.

Visit: **www.equinor.com/energy/hydrogen** to find out more.

[2]*This includes Keadby 3 Carbon Capture Power Station; Aldbrough Hydrogen Storage; Aldbrough Hydrogen Pathfinder; and Peterhead Carbon Capture Power Station.*

Keadby Next Generation Power Station Project

This project enables flexible and low-carbon power generation that supports renewable energy production, like wind and solar which can sometimes be intermittent, ensuring reliable access to electricity for the UK.

SSE Thermal and Equinor are proposing to develop and operate a new hydrogen-enabled power station, called Keadby Next Generation Power Station, on land near Keadby in North Lincolnshire.

Keadby Next Generation Power Station is a Combined Cycle Gas Turbine (CCGT) power station which will form the start of the next generation of development on the Keadby site. The power station is designed to run on 100% hydrogen and able to run on 100% natural gas, or a blend of hydrogen and natural gas, from the start of operation. The project would help secure the UK's energy security, generating up to 910 MW, helping achieve long-term decarbonisation goals.

As the hydrogen supply chain required for 100% hydrogen operation may not be available from the start of operation, Keadby Next Generation Power Station will also be able to operate using 100% natural gas until a commercially viable hydrogen supply chain option becomes available to the site.

This is why the power station is being designed to be "dual fuel" in nature so that it can run on natural gas or hydrogen.

The story so far

SSE's Keadby site near Scunthorpe in North Lincolnshire is a leading example of the energy transition in action. Home to power generation for 70 years, the village of Keadby grew around the original coal-fired power station. Following its closure, the existing Keadby 1 Power Station began generating in 1996 and has played a vital part in the local energy economy.

That role in power generation has continued to grow, with Keadby Wind Farm – England's largest on-shore wind farm – beginning operations in 2014. While renewables will be at the heart of our energy future, at the Keadby site, flexible generation remains crucial to ensure the UK's energy security. Which is why SSE developed Keadby 2 Power Station, which had its official opening in July 2023 and is one of the world's most efficient gas-fired power stations.

With a recognition that decarbonisation of the Humber – as the UK's most carbon-intensive industrial cluster – is critical for the UK to achieve Net Zero, SSE Thermal is now looking to the Next Generation for the Keadby site.

Keadby Next Generation Power Station is different from the existing facilities on site, as it will be capable of operation with both hydrogen and natural gas. The project will thereby support the UK energy security whilst stimulating the hydrogen supply chain to be developed.

What is Net Zero?

Net Zero means the total greenhouse gasses emitted into the atmosphere are equal to the emissions removed from the atmosphere.

What is the difference between Keadby 3 Carbon Capture and Storage and Keadby Next Generation Power Station?

In December 2022, SSE Thermal and Equinor were granted a Development Consent Order (DCO) for Keadby 3 Carbon Capture and Storage project (Keadby 3 CCS) by the Secretary of State. Keadby 3 CCS uses natural gas as its fuel, fitted with a carbon capture plant to remove carbon dioxide from its emissions. Keadby 3 CCS is reliant on access to CO_2 transport and storage infrastructure for progression, so we are now exploring the development of Keadby Next Generation Power Station as an alternative to the consented Keadby 3 CCS, located on the same site.

By getting development consent for both options (Keadby 3 CCS and Keadby Next Generation Power Station), SSE can be ready to develop a low carbon power station in Keadby regardless of which decarbonisation option is commercially available first.

This flexibility ensures that SSE can continue to deliver reliable power to the national grid at Keadby under a wide array of circumstances, securing energy supply as we transition towards a Net Zero future.

Image of Keadby site showing Keadby 2 Power Station

Need for the scheme

The UK has legislated to cut national carbon emissions to Net Zero by 2050. This requires a major change in how we generate and use energy, which is already underway.

Renewable energy sources such as wind and solar aren't constantly available or as predictable as other energy sources. This means that we need other forms of energy generation alongside these to be able to flexibly respond to market changes and ensure security of supply.

The government has indicated (**Hydrogen to Power: Consultation on the Need, and Design, for a Hydrogen to Power Market Intervention, Section 1.1, fifth paragraph**)[3] that 5 to 12 gigawatts (GW) of hydrogen-fired power generation could be deployed by 2035. We believe flexible and efficient hydrogen-fired generation will play a critical role in providing reliable power to complement renewable energy generation and replacing older and more carbon-intensive alternatives.

Keadby Next Generation Power Station has a clear route to decarbonisation, which will be achieved by incorporating hydrogen infrastructure into the site.

This project has been developed as part of the UK's emerging hydrogen economy.

About the Humber Hydrogen Economy

Keadby Next Generation Power Station is well-sited to connect into the emerging proposals for a hydrogen network within the Humber region, being developed as part of the East Coast Hydrogen Project and Project Union.

SSE Thermal and Equinor are working together to support the development of the hydrogen economy in the Humber region. We are using emerging hydrogen solutions to create a clean power hub in the region and protect local jobs.

It is important that projects such as this one are progressed in tandem with projects to produce and transport hydrogen across the UK, as the demand for hydrogen needs to be clearly identified in order to continue investment in transport, production and storage infrastructure. The speed of switching to hydrogen is largely dependent on the UK Government agreeing business models to enable fuel switching from natural gas to hydrogen.

Working with the local community

We're committed to working with the local community throughout the design, construction and operation of the project.

We want to continue to support the communities close to our sites and make a positive contribution to people's lives. As part of our ongoing commitment to working with our communities we have previously launched our Community Investment Package. Our commitments within this package include:

- **Providing a Community Investment Fund for our existing sites including Keadby.**
- **Providing Science, Technology, Engineering and Mathematics (STEM) workshops for local schools. We're working with Althorpe & Keadby Primary School to deliver lessons based around future careers, future technology and energy production to inspire future generations.**
- **Working with agencies who help local businesses access opportunities from our supply chain.**
- **Ensuring communities can shape our proposals through a Community Liaison Group, attended by dedicated local residents who are instrumental to our communication with the community.**
- **The introduction of an annual fund will enable us to support organisations that are working to deliver benefits for the community in and around our existing operational sites.**

This investment package is already available to local communities. You can find more information about this here: **www.ssethermal.com/communities/**

[3] *https://assets.publishing.service.gov.uk/media/657a2ea2095987001295e071/hydrogen-to-power-need-design-for-business-model.pdf*

This consultation

The purpose of this statutory consultation is to understand your views on our proposals for the project.

It is called 'statutory' because there are certain requirements we must meet under the Planning Act 2008, as part of the planning process.

The project is a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008. This means we will make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order (DCO), which would grant permission to build and operate the power station. For more information on the next steps in the DCO process, please see the 'Next steps' section of this document (**page 25**).

The project is also an Environmental Impact Assessment (EIA) development, requiring us to submit an Environmental Statement (ES) with the DCO application. The EIA is currently underway and, as part of this consultation, we have prepared a Preliminary Environmental Information (PEI) Report to describe the environmental setting of the project and our preliminary assessment of its potential environmental effects. We have also presented this information in a shorter PEI Report Non Technical Summary (NTS), which uses non-technical language to describe these potential environmental effects. See 'How to take part' (**page 22**) for details of where you can view the PEI Report and PEI Report NTS.

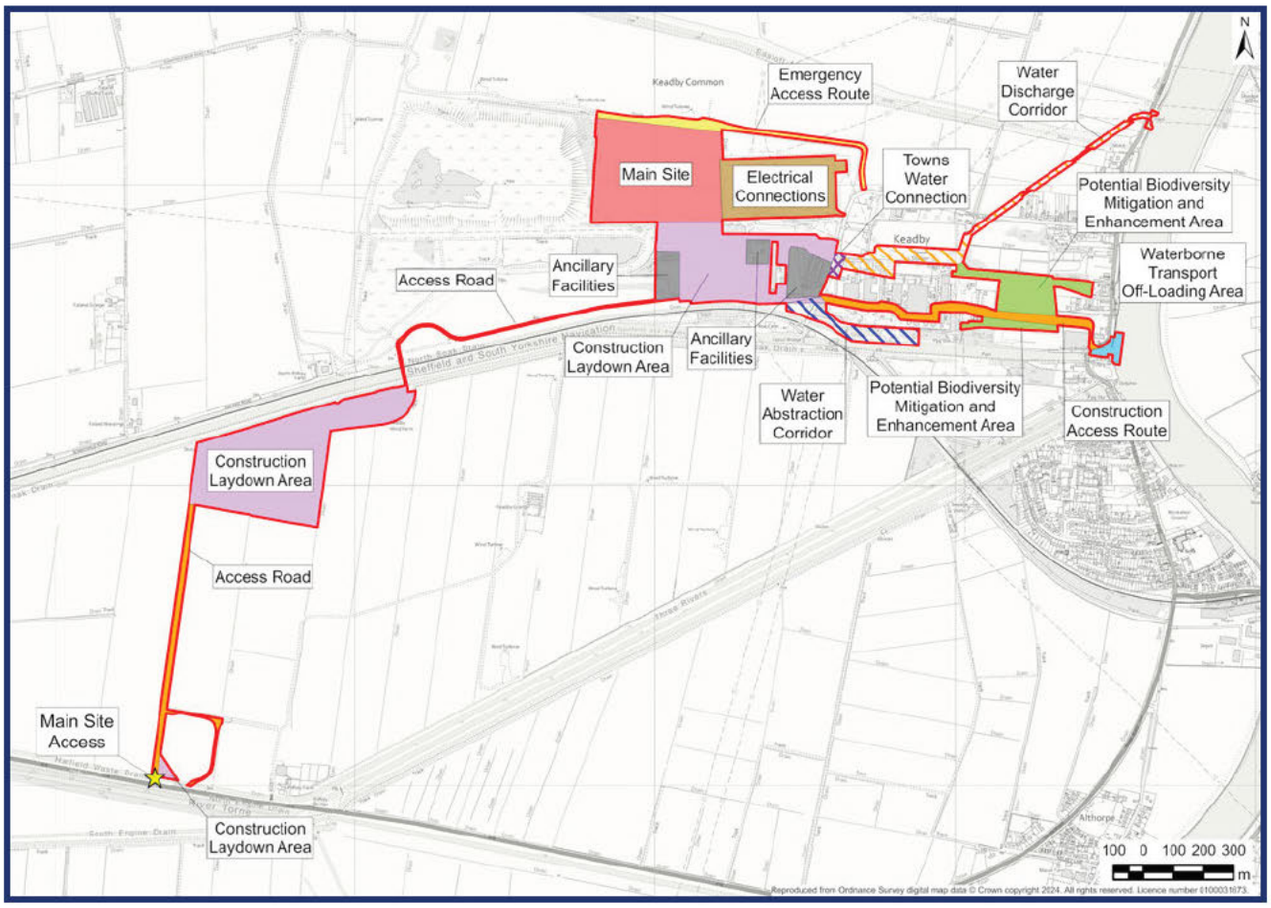
This consultation is an important opportunity for you to give us your comments on the project before we submit our DCO application, which we expect to do in 2025.

Your feedback to this consultation is important and will continue to help shape the design of the project.

Keadby Project Team at SSE's Keadby site

Project overview

The below map shows the project and construction areas, highlighting how it will fit around the existing buildings on the Keadby site.



What is Hydrogen?

Hydrogen is the lightest chemical element in the periodic table and the most abundant element in the universe.

At standard temperature and pressure, hydrogen is a colourless, odourless, tasteless, non-toxic, highly combustible gas, with the highest specific energy content of all conventional fuels.

Like electricity, hydrogen is an energy carrier – not a source of energy – so must be produced. Yet hydrogen offers several benefits that increase its potential to replace fossil fuels.

- It can replace natural gas in flexible thermal plants and does not contain carbon. As a result, no carbon dioxide is emitted when it is used. Instead, when burnt with oxygen, the by-product is water.
- It can be used directly as a fuel or to generate electricity.

Therefore, it is strategically important in the development of a low-emission, environmentally sound, cleaner and more sustainable energy system and will play a role in the UK achieving its Net Zero targets.

What's the difference between blue and green hydrogen?

H_2

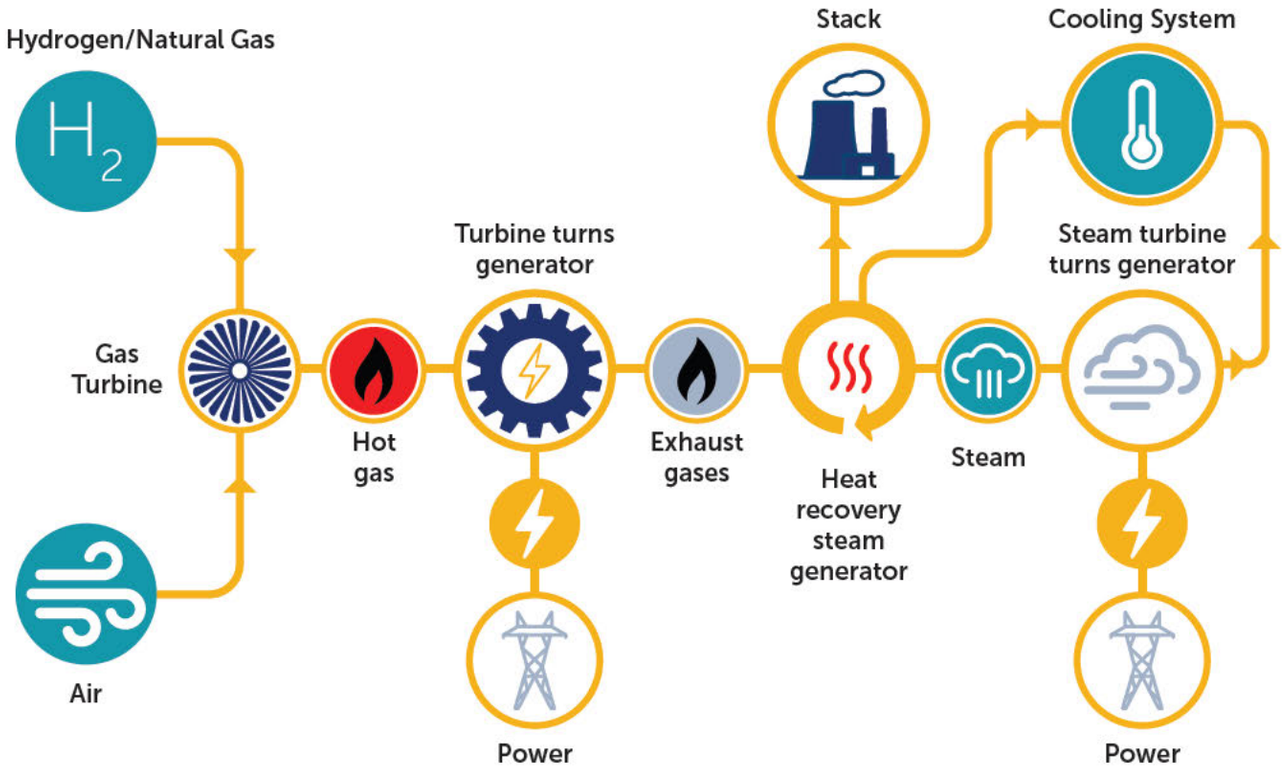
- Blue hydrogen is produced from natural gas with the resultant carbon emissions captured and stored.
- Green hydrogen is created through the electrolysis of water. This process uses renewable electricity and is therefore carbon-free.

Both blue and green hydrogen can be used to generate low-carbon electricity.

How does a hydrogen fired power station work?

In a Combined Cycle Gas Turbine (CCGT), hydrogen and/or natural gas is combusted in burners in a gas turbine. The hot product gases from the combustion expand across the blades of the gas turbine causing it to rotate and drive an electrical generator. The gas turbine exhaust gases are passed through a Heat Recovery Steam Generator to recover useful heat in order to produce steam (at various pressures) which is used to generate further power via a separate steam turbine.

There are no direct carbon dioxide emissions from burning hydrogen, which is why our project is so important to getting to a Net Zero future.



Hydrogen safety on site

Safety is our number one priority; if it's not safe we don't do it. As with all of our sites, appropriate measures will be in place to ensure safe operation.

Hydrogen is not inherently more dangerous than other fuel sources. Hydrogen is flammable and must be handled with care, just like other flammable fuels. To ignite, hydrogen must be combined with an additional oxidising agent, such as air or pure oxygen, in a specific concentration and with an ignition source (a spark). Safety measures for hydrogen facilities therefore are designed to greatly minimise any risk of leakage:

- **All connections are designed specifically for hydrogen and the number of detachable connections minimised.**
- **Appropriate materials and instrumentation rated for hydrogen service are used throughout.**
- **Site layout is arranged to ensure adequate distances between potential hazards.**
- **Enclosed areas are provided with ventilation to avoid any buildup of hydrogen in the event of leakage.**
- **Facilities are equipped with safety valves, pressure reliefs and gas or leak detection equipment.**

The project will be operated and maintained under standard operating procedures by suitably qualified and experienced personnel in accordance with safe systems of work for hydrogen operation.

Environmental

Our project will bring many benefits but, as with all infrastructure projects, there may be some impacts. That's why the DCO application process requires us to carry out detailed environmental assessments before we submit our application.

Understanding the area we're working in, its environmental sensitivities and the impacts our project might have, allows us to identify how we could mitigate those impacts.

What is a Preliminary Environmental Information Report?

We have already started initial environmental assessment work and site surveys. These have been summarised in our Preliminary Environmental Information (PEI) Report, which is available as part of this consultation. This report sets out the potential environmental impacts of the project across a number of different topics, based on the preliminary assessment work we've done to date.

Following this consultation, we will continue to develop our Environmental Impact Assessment (EIA) and present the findings within an Environmental Statement (ES). The ES will reflect the evolution of the project design and the feedback received during this consultation. We will submit the ES as part of our DCO application.

We've carried out a number of surveys, including habitat and species surveys and baseline viewpoint photography. Our assessments so far suggest there will be some impacts during construction and operation. Some of these may require additional mitigation measures, which we will identify through ongoing assessment work.

In this section we've provided a summary of some of the key findings of our EIA work to date covered by the PEI Report. Effects are described as 'significant' or 'not significant'.

'Significant effects' is a technical term, which is used in the EIA process to identify environmental factors that require further assessment and control measures. Identifying a 'significant effect' in the PEI Report does not mean it will definitely happen. By identifying them at this stage, we can explore opportunities to manage the potentially significant effects.

Where can I find out more or provide feedback on the full PEI Report or the PEI Report NTS?

The scope of the EIA assessment has been agreed in consultation with the Planning Inspectorate. A comprehensive range of topics are assessed for impacts from the project at construction, operation and decommissioning phases. The topics included are:

Air quality	Noise and vibration	Traffic and transport	Biodiversity and nature conservation
Water environment	Ground conditions	Landscape and visual amenity	Cultural heritage
Socio-economics	Population and human health	Climate change and greenhouse gas emissions	Major accidents and disasters
Waste and materials			

For a short, non-technical summary of the assessment, please refer to the PEI Report Non Technical Summary, and for full details, refer to the PEI Report Volumes I to III. All of these documents are available to view online, at our in-person events, and at our document inspection venues.

If you have technical questions about the PEI Report we encourage you to attend one of our events and ask the project team. More details of events and how to access alternative formats of the PEI Report can be found on **page 25**.

View of SSE's Keadby site

Summary of preliminary assessment of environmental effects

Climate change and greenhouse gas emissions

We're calculating the project's Greenhouse Gas (GHG) emissions. The calculation considers direct and indirect GHG emissions associated with the project – from the embodied carbon in the construction materials, to the transport of people and materials, and the operation of the power station over its lifetime (including GHG emissions associated with hydrogen and natural gas production by others).

This project will contribute to the decarbonisation of the electricity grid by switching to hydrogen fuel as soon as a commercially viable supply is available. While the production and supply of hydrogen has some GHG emissions associated with it, being enabled to use hydrogen will greatly reduce the project's direct GHG emissions in the long-term. By being able to use natural gas or hydrogen, the project will be able to operate from the outset to support the UK's security of supply, with the ability to provide on-demand power for when the wind isn't blowing and the sun isn't shining.

In our PEI Report we present the calculations for a range of potential operating scenarios.

Air quality

During construction and decommissioning, impacts from dust and traffic will be managed using standard best practice measures via a Construction Environmental Management Plan to monitor and reduce impacts.

Predicted increases in traffic are being assessed, however it is considered that increased traffic numbers are not likely to result in significant effects.

The air quality assessment is also looking at the potential impact of the project's operational emissions from the stack (chimney). The impacts from operational air emissions on people will be controlled through an Environmental Permit, which will require emission concentrations to be controlled to stay within emission limits to protect public health. The height of the stack is also designed to ensure emissions are adequately dispersed to avoid significant effects.

Noise and vibration

Noise and vibration effects on sensitive human and ecological locations close to the site are being assessed, however it is considered that they are not likely to be significant.

During construction and decommissioning, impacts from noise and vibration will be managed through best practicable measures via environmental management plans.

During operation, noise mitigation measures will be provided for the main new sources of noise to minimise any potential adverse effects.

Ongoing assessments will determine the detail of mitigation measures to be employed.

Landscape and visual amenity

During construction and decommissioning there are likely to be short-term visual changes for several homes and users of the canal and towpath. Significant short-term effects are likely to occur close to the development due to construction activities, including cranes and other machinery moving around the site.

During operation, significant adverse effects on a small number of properties and users of the canal and towpath are predicted where there are direct views of the project. The project will be designed to reduce adverse effects through appropriate use of building materials and finishes.

Lighting

There will be a requirement to illuminate parts of the site to ensure safe night-time working conditions. Low level permanent lighting may be visible at night, although this is anticipated to be a minor change to the current view. A lighting strategy is being developed that minimises light pollution, and this will be provided with the DCO application.

Separate to the DCO application, we're already working with local partners to explore options for tree planting and supplementing the existing landscaping to filter and soften views of the Keadby site as a whole.

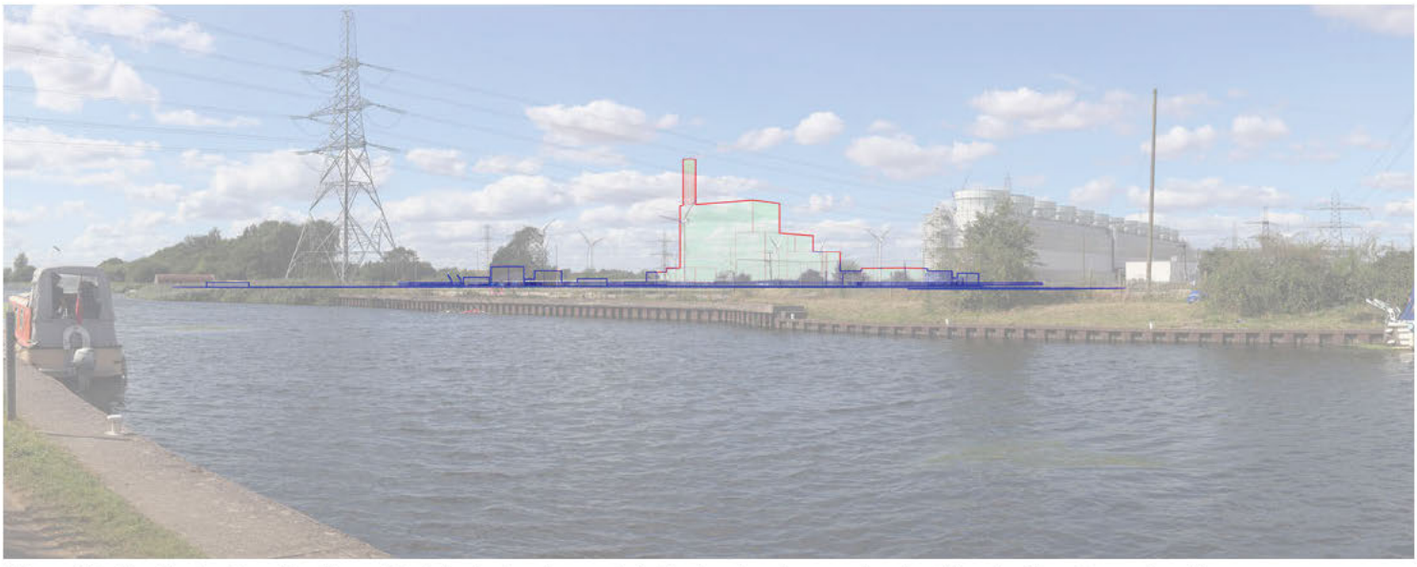
Flood risk and water resources

We're considering potential effects on the water environment by assessing the impacts on water quality, water resources, character of the river, and flood risk. With the implementation of best practice pollution prevention measures, water efficiency measures and compliance with regulatory requirements (which will be outlined in a Construction Environmental Management Plan), no significant adverse effects are currently predicted to water quality or water resources from construction activities or operation in terms of taking water or discharging it.

A detailed Flood Risk Assessment is being undertaken to assess the risk of flooding to the new power station and the local area due to the project. Parts of the site will need to be raised to protect the new power station in case of a breach of existing local flood defences. Our modelling indicates this will not cause any significant change in risk of flooding to the local area.

Biodiversity and nature conservation

We're considering the potential effects on local ecology by assessing potential disturbances from construction and operation. As part of our assessments, surveys have been completed to understand the habitats and species that would be affected. This includes surveys for protected species such as birds, water voles and badgers.



View of the Keadby site from Keadby and Stainforth Canal towpath indicating the shape and scale of Keadby Next Generation. Blue lines show areas hidden from view by existing structures and vegetation. Red lines show areas that will be visible from this viewpoint.

We'll also develop proposals for ensuring that the development makes an overall positive contribution to nature, through a process called Biodiversity Net Gain. This will result in a positive effect on the habitats and species at and around the Keadby site by increasing the biodiversity value of habitats, providing additional foraging and improving connectivity between habitats.

The layout of the proposed new power station has been designed to minimise habitat loss and to avoid sensitive habitats. Through this approach, species are also protected. As a result, no significant direct effects on habitats and species are predicted for the project.

Ongoing assessments will determine the details of the proposed biodiversity enhancement measures.

Cultural heritage

A cultural heritage assessment is being undertaken, which looks at the potential impacts on assets like listed building and archaeological remains as a result of the construction, operation and decommissioning of the proposed new power station.

Construction of the project has the potential to impact below-ground archaeological remains. Mitigation measures, which may include archaeological monitoring or recording, will be secured in the DCO.

No significant impacts on built heritage assets are anticipated during construction, operation and decommissioning.

Socio-economic

During construction, the creation of approximately 800 full time jobs is likely to benefit the local area on the site and from the supply chain. Due to the size and nature of the project, it is anticipated that additional skills and education programmes and events will be delivered to the local community.

Construction

It takes several years to plan and develop this type of project and there are several factors that need to be clarified and confirmed before we can make a Final Investment Decision (FID), including obtaining a Development Consent Order (DCO), a form of planning permission and related powers. The earliest a DCO would be granted is in 2026 and FID would be some months after that. Construction would then be able to start.

We currently expect the construction and commissioning to take approximately four years. We will develop a detailed programme and keep local stakeholders and the community informed before and during construction.

The below shows an indicative timeline for construction.

Construction access – traffic and transport

Where possible, facilities used for the construction of Keadby 2 will be reused to minimise disruption. For example, the main access during construction (and subsequent operation) would be via the existing road access from the A18 used for Keadby 2 Power Station construction. Most abnormal indivisible loads would enter the site via Railway Wharf on the River Trent before passing through the project site using the haul route that was developed for Keadby 2 Power Station construction.

It may also be necessary to bring a small number of abnormal indivisible loads through Ealand, via Bonnyhale Road, as was the case with the construction of Keadby 2 Power Station. Some abnormal indivisible loads may also need to use the A18 (Althorpe Bypass) for access. The routing of abnormal indivisible loads would be subject to controls as part of a Construction Traffic Management Plan, which will be a requirement of the DCO.

At this stage, laydown requirements (temporary storage) have been estimated and assessed using worst-case assumptions. The laydown areas will be created with permeable materials used on levelled ground and secured by fencing and gates.

In addition to the Construction Traffic Management Plan, other environmental mitigation measures identified by the EIA, such as dust control measures and construction working hours, will be set out in an Outline Construction Environmental Management Plan to accompany the DCO application.

We'll keep residents informed on the construction works planned, to help manage disruption and to allow communities to plan for any disruption we cannot avoid.

Abnormal indivisible loads

These are loads that can't be divided into smaller parts for transportation without risking damage. This is because they typically exceed standard legal dimensions or weights and require special permissions for road transport.

Examples include large machinery and construction equipment. Transporting these loads involves careful planning, route selection, and often the use of escort vehicles to ensure safety and minimise disruption to other road users.

Construction Environmental Management Plan (CEMP)

We'll develop a Construction Environmental Management Plan (CEMP) to ensure that, throughout the construction period, we carefully control activities that may cause dust, noise and vibration, and manage any potential impacts.

Keadby Next Generation Power Station design

We're considering how the appearance of the site and the larger buildings could be enhanced through the use of materials, appropriate colours, and boundary styles.

Technical and functional requirements

Scale

The largest building will be the heat recovery steam generator building. The tallest structure will be the stack. Some ducting, supports and ancillary structures are placed on the exterior of the CCGT buildings. Additional overhead line towers ('pylons') are unlikely to be required.

Layout

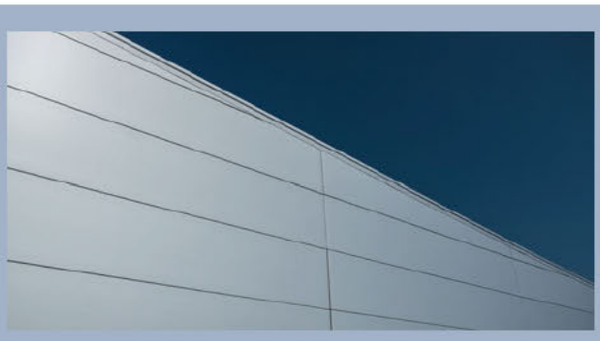
This is determined by the availability of land, proximity to electrical and cooling infrastructure, environmental considerations such as existing habitats, the location of existing structures and plant such as the existing National Grid sub-station and gas supply pipeline, and the anticipated location of the hydrogen supply pipeline. The CCGT and hybrid cooling towers need to be close-by for efficiency.

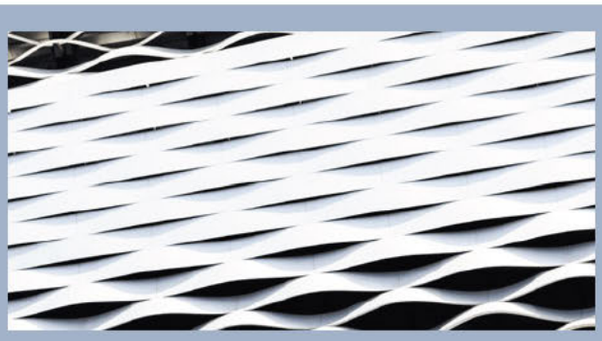
Perimeter

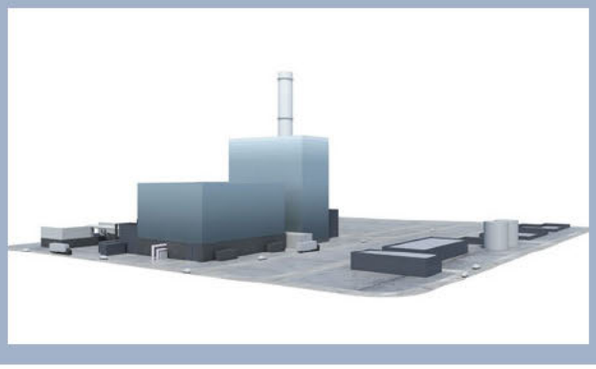
A secure perimeter is required, without overhanging trees or obscured visibility, along with suitable access and emergency egress points.

Durability

The project will be built using engineering components and materials that will ensure that it operates safely, cost effectively and efficiently for at least 25 years.







Design opportunities

We're considering how to enhance the appearance of the larger structures in long distance views. Nearer to the site, we're looking at how to soften the appearance of smaller structures, reinforcing local character through material selection and finish, design attractive and welcoming gateways, and landscaping.

Building Finish

On the CCGT building we're considering:

- Metal cladding, 'fading' from dark at ground floor to light at roof level to reduce its appearance, taking inspiration from the colour scheme of local infrastructure.
- Or using colour or texture (such as mesh panel) to highlight certain areas, for example on additional structures, to create focal points and add depth.

Considerations for smaller structures include:

- Adopting a similar shape or roofline as the larger buildings, to signify the link with the project.
- Using traditional materials that relate to its surroundings, like a new gatehouse on the access road could use the form of the larger buildings while using red bricks as seen on the nearby farm access and in local villages.

Boundary Treatments and Accesses

The security perimeter can incorporate:

- Planting to provide visual interest and a degree of screening of lower structures. Wildlife features such as native species hedgerow, earth bunds, and drainage ditches or ponds can also have visual benefits.
- Minimise clutter by integrating perimeter lighting and CCTV columns into the fence, as well as grouping signage to help with wayfinding.
- Use a mixture of surfacing, contrasting materials, sensitive lighting and signage to ensure adequate visibility for drivers and create open spaces, such as entrance gateways and parking areas, that maximise accessibility and usability.

We would encourage you to provide your feedback on the design ideas above. We will take this into account in finalising our DCO application, which will include written guidance ("design principles") to inform building finish and boundary treatments at the detailed design stage and ensure that the project is both functional and attractive.

How to take part

The consultation will run from Thursday 9 January to Thursday 20 February 2025, and there are many ways to get involved. To make sure materials are as accessible as possible, we are making the information about the project available in several ways.

Consultation documents

We have produced a range of consultation documents to help you find out more and have your say. We will make these available during the consultation period on our website, in our virtual consultation room, at in-person events, and at the document inspection venues. The consultation documents are:

- **Statutory consultation brochure (this document)**
- **Feedback form**
- **Maps of the Project Location and Red Line Boundary**
- **Frequently Asked Questions**
- **Statement of Community Consultation**
- **Preliminary Environmental Information Report, including its Non Technical Summary**

For paper copies of the consultation documents, please contact us using the contact details on **page 25**[4].

Consultation events

If you have questions about our plans or would like to understand more before responding to the consultation, **we'll be holding six in-person events during the consultation**. These are a chance to find out more about the plans and talk directly to the team, who will be happy to answer any questions.

Keadby Village Hall
Join us on **Wednesday 22 January 3pm- 7pm, Saturday 25 January 10am- 2pm, or Monday 27 January 4pm- 8pm**
Venue address: Keadby Village Hall, Station Road, Keadby, Scunthorpe DN17 3BS

Crowle Community Hub
Join us on **Thursday 23 January 10am- 2pm**
Venue address: Crowle Community Hub, Market Place, Crowle, DN17 4LA

Church of St Mark, Amcotts
Join us on **Friday 24 January 3pm- 7pm**
Venue address: Church of St Mark, Church Street, Amcotts, DN17 4AL

Althorpe Memorial Hall
Join us on **Tuesday 28 January 10am- 2pm**
Venue address: Althorpe Memorial Hall, Main Street, Althorpe, Lincolnshire, DN17 3HT

Here you'll be able to view all our consultation materials, speak to the team in person and fill in the feedback form.

[4]*We reserve the right to charge for a paper copy of the full PEIR document to reflect the costs of printing and distribution due to the size of the document.*

Virtual consultation room

We are using a virtual consultation room, which replicates a face-to-face consultation event. You can find it at **www.keadbynextgen.com** and visit it to view the proposals and request further information.

Our virtual room has been designed by industry experts to be user-friendly. The room will include a number of information banners (similar to this booklet), a link to the feedback form, and downloadable links to this document, plans of proposed site and access routes, Frequently Asked Questions, as well as our PEI Report, PEI Report Non Technical Summary and Statement of Community Consultation.

The room can be accessed from all devices, including smartphones, tablets and desktop devices, and you can access it as many times as you would like during the consultation period.

You will be able to visit the room any time from **9am** on **Thursday 9 January** until the consultation closes at **11:59pm** on **Thursday 20 February 2025**.

SSE's Keadby site silhouetted against the sky

Document inspection locations

All our consultation documents will be available to view, free of charge, at the document inspection venues below, throughout the consultation period. Please note, opening times may change, so please contact the venue to check opening times before travelling.

Document inspection location	Address	Opening hours	Contact details
SSE Keadby Site Gatehouse	Keadby Power Station Trentside Keadby Scunthorpe DN17 3EF	**Monday** 9am – 5pm **Tuesday** 9am – 5pm **Wednesday** 9am – 5pm **Thursday** 9am – 5pm **Friday** 9am – 5pm **Saturday** Closed **Sunday** Closed ***Closed on bank holidays.***	01724 788200
Scunthorpe Central Library	Scunthorpe Central Carlton Street Scunthorpe North Lincolnshire DN15 6TX	**Monday** 9am – 5pm **Tuesday** 9am – 5pm **Wednesday** 9am – 5pm **Thursday** 9am – 5pm **Friday** 9am – 5pm **Saturday** 9am – 1pm **Sunday** Closed ***Closed on bank holidays.***	01724 860161
North Lincolnshire Council offices	Church Square House 30-40 High Street Scunthorpe DN15 6NL	**Monday** 9am – 5pm **Tuesday** 9am – 5pm **Wednesday** 9am – 5pm **Thursday** 9am – 5pm **Friday** 9am – 4.30pm **Saturday** Closed **Sunday** Closed ***Closed on bank holidays.***	01724 297000
Crowle Community Hub	The Market Hall Market Place Crowle Scunthorpe DN17 4LA	**Monday** 9am-12.30pm, 1-5pm **Tuesday** 9am-12.30pm, 1-5pm **Wednesday** 9am-12.30pm, 1-5pm **Thursday** 9am-12.30pm, 1-5pm **Friday** 9am-12.30pm, 1-5pm **Saturday** 9am – 12pm **Sunday** Closed ***Closed on bank holidays.***	07825 901679

Accessibility and inclusion

If you require assistance accessing the consultation information, would like a paper copy, or link to our consultation materials please ring **01202 043652**, or send an e-mail to **keadbydevelopments@aecom.com**. We want to hear everyone's views and are committed to inclusivity so if you have any issues with the accessibility of any of our materials, please contact us and we'll do everything we can to help.

Your feedback

We encourage you to provide feedback on our proposals. There are a number of different methods you can use:

- **The feedback form** – available electronically on our project website.
- **Our project website** www.keadbynextgen.com
- **As part of our virtual exhibition at** keadbynextgen.consultation.ai **or as a paper copy on request**
- **By post to** Freepost KNG POWER STATION CONSULTATION
- **By email at** keadbydevelopments@aecom.com
- **By leaving a message including your name and number at** 01202 043652

We will not be able to consider feedback provided via methods not listed above (such as on social media).

All feedback must be received by 23:59 on Thursday 20 February 2025 to be considered.

Your Privacy

We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, please review our privacy notice at https://keadbynextgen.com/privacy/.

Next Steps

Following the consultation closing on **Thursday 20 February 2025**, we'll review all the suggestions and comments we've received during the consultation period.

We will analyse your feedback as we make further refinements to our proposed design and develop any mitigation measures.

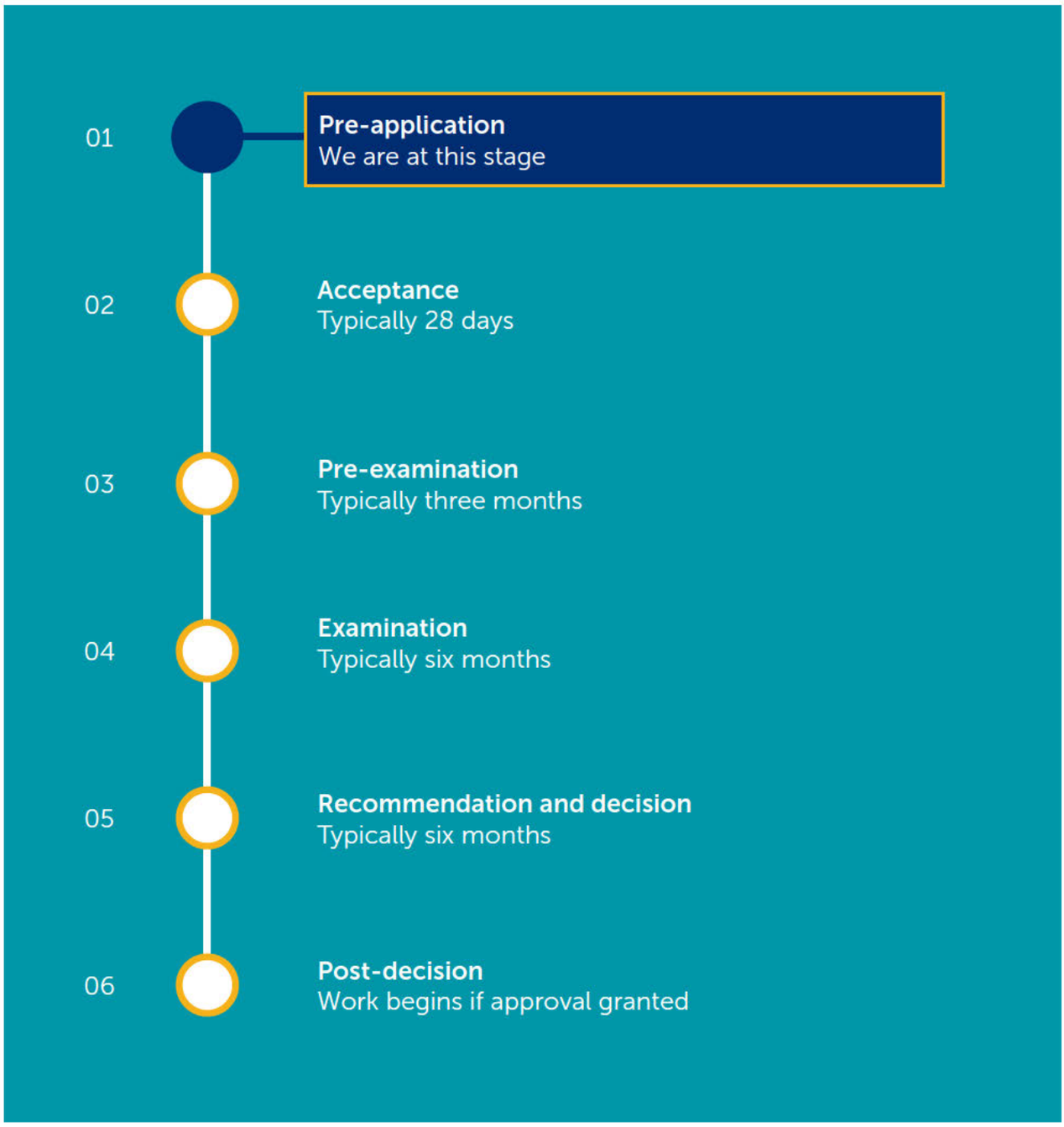
We will set out a summary of the responses you have given during consultation, with details of how your feedback has helped shape our proposals. This Consultation Report will form part of our Development Consent Order (DCO) application and will be available to the public after we submit the application, which we expect to be in 2025.

If our application for a DCO is accepted by the Planning Inspectorate, on behalf of the Secretary of State for Energy Security and Net Zero, an Examining Authority will consider the application and any representations, which will take up to six months. During the examination stage, anyone with an interest in the project can take part and make representations in writing, or verbally at hearings.

The Examining Authority will be given three months to report its recommendation to the Secretary of State, who has a further three months to make a final decision on whether to grant a DCO for the project.

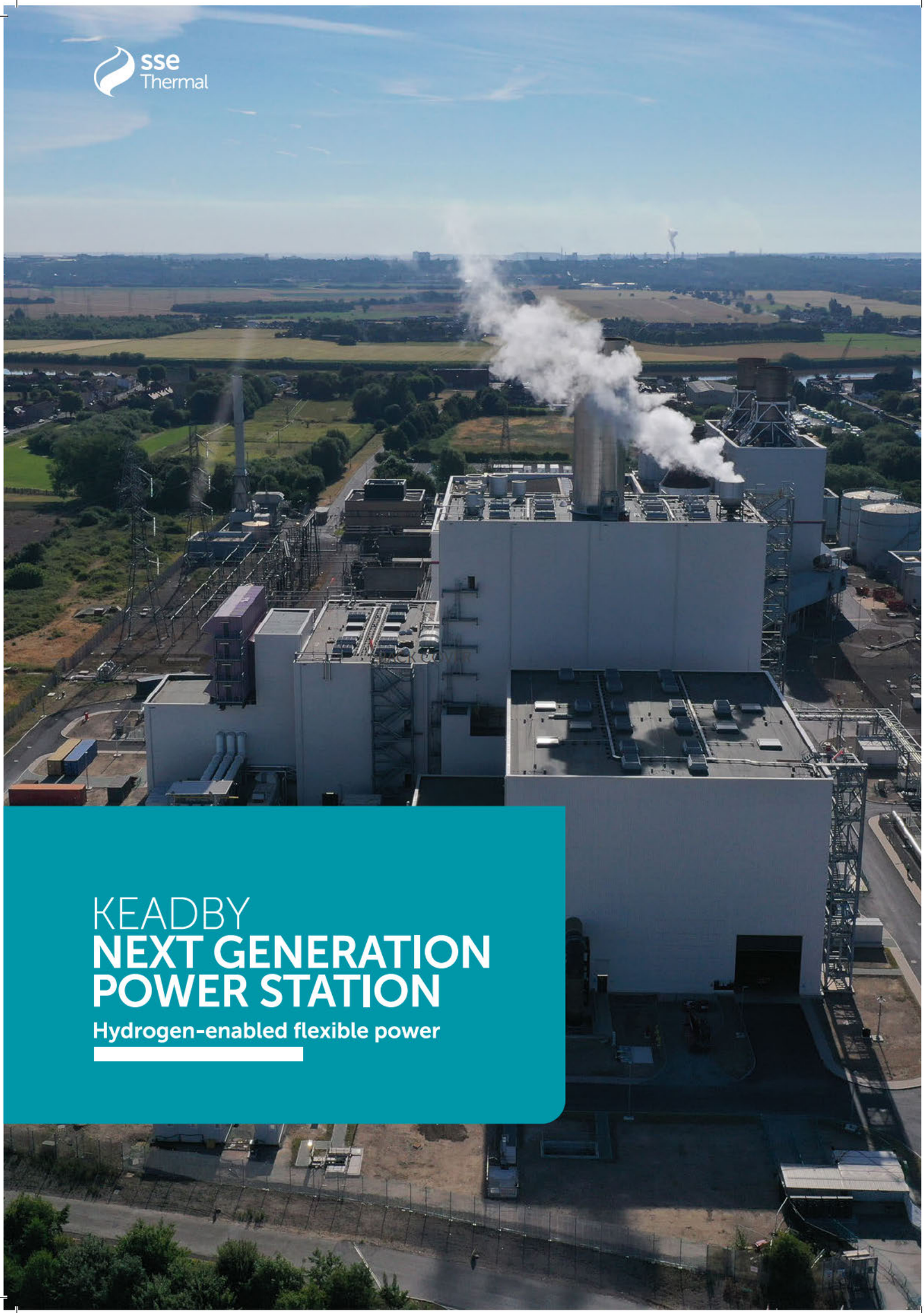
The Development Consent Order (DCO) process

There are six stages to the DCO process:



More information about the DCO application procedure, and how DCO applications are examined in public, is available on the Planning Inspectorate's website at:

https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/

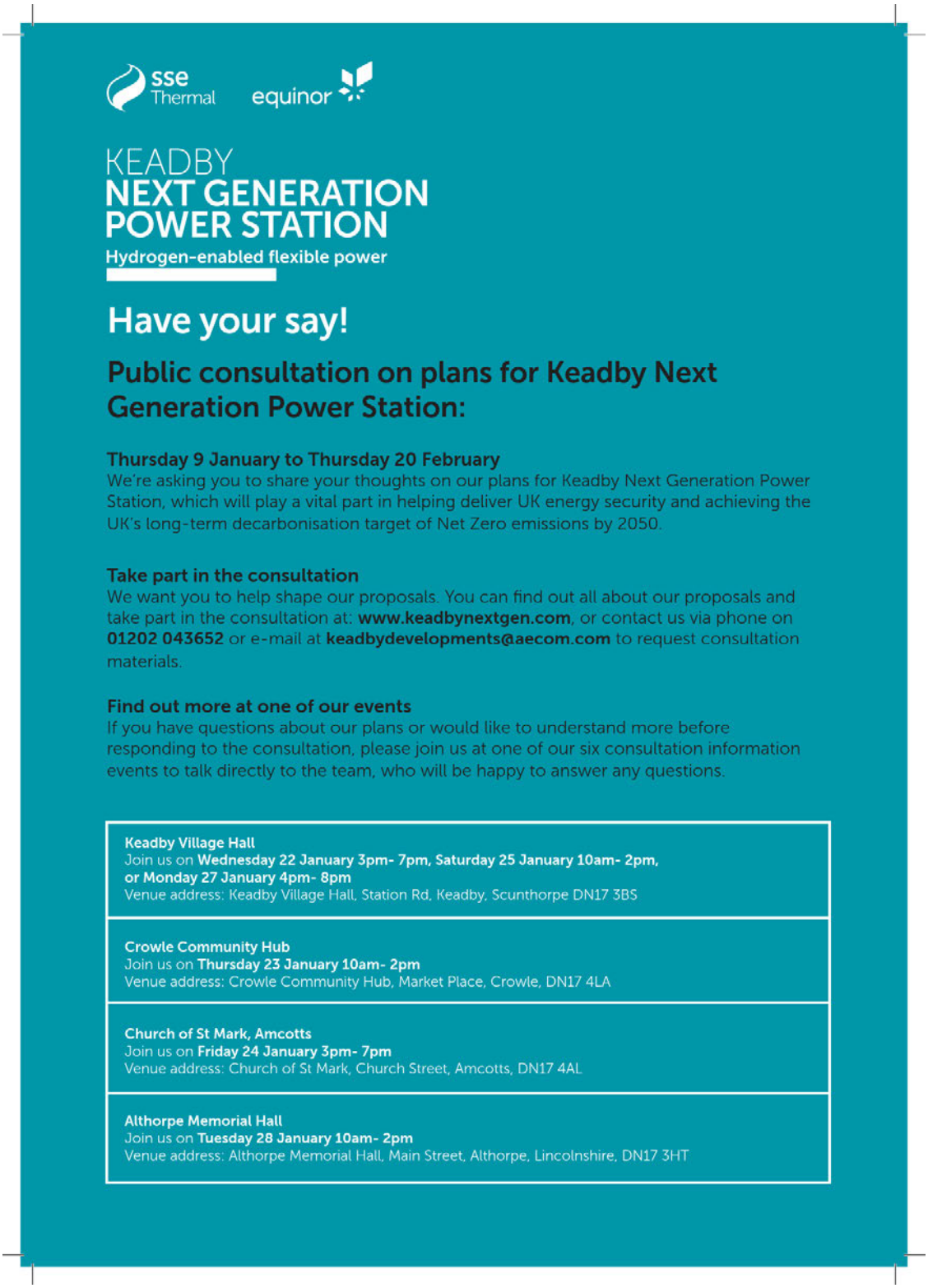


sse Thermal

KEADBY
NEXT GENERATION POWER STATION

Hydrogen-enabled flexible power

Appendix 12B: Statutory Consultation event poster



Appendix 12C: Statutory Consultation event boards

Keadby Next Generation Power Station Project

Keadby Next Generation Power Station is a new power station that could generate up to 910 MW on the existing SSE Thermal Keadby site, which we refer to on these information boards as 'the project'.

The project is a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008. This means we will make an application to the Secretary of State for Energy Security and Net Zero for a Development Consent Order (DCO), which would grant permission to build and operate the power station.

The purpose of this consultation is to understand your views on our proposals for the project before we submit our DCO application, which we expect to do in 2025. Please see the 'Get Involved' board for more information on the purpose of the consultation and how to take part.

Keadby Next Generation Power Station

Flexible and low-carbon power generation that supports variable renewable power production which can be intermittent, ensuring reliable access to electricity for the UK.

SSE Thermal and Equinor are proposing to develop and operate a new hydrogen-enabled power station, called Keadby Next Generation Power Station, on land near Keadby in North Lincolnshire.

Keadby Next Generation Power Station is a Combined Cycle Gas Turbine (CCGT) power station which will form the start of the next generation of development on the Keadby site. The power station is designed to run on 100% hydrogen and able to run on 100% natural gas, or a blend of hydrogen and natural gas, from the start of operation. The project would help secure the UK's energy security, generating up to 910 MW, helping achieve long-term decarbonisation goals.

As the hydrogen supply chain required for 100% hydrogen operation may not be available from the start of operation, Keadby Next Generation Power Station will also be able to operate using 100% natural gas until a commercially viable hydrogen supply chain option becomes available to the site.

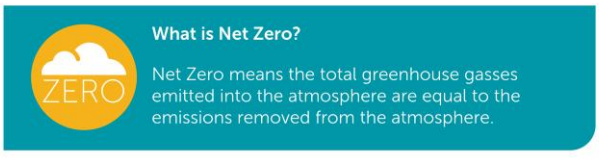
This is why the power station is being designed to be "dual fuel" in nature so that it can run on natural gas or hydrogen.

The story so far

SSE's Keadby site near Scunthorpe in North Lincolnshire is a leading example of the energy transition in action. Home to power generation for 70 years, the village of Keadby grew around the original coal-fired power station.

With a recognition that decarbonisation of the Humber – as the UK's most carbon-intensive industrial cluster – is critical for the UK to achieve Net Zero, SSE Thermal is now looking to the Next Generation for the Keadby site.

Keadby Next Generation Power Station is different from the existing natural gas fired facilities on site, as it will be able to operate with both hydrogen and natural gas. The project will therefore support the UK energy security whilst stimulating the hydrogen supply chain to be developed.



SSE Thermal and Equinor – who we are

Together, Equinor and SSE Thermal are developing Keadby Next Generation Power Station and four other low-carbon projects, all focused on providing vital flexibility to the energy system.

SSE Thermal - Visit: **www.ssethermal.com** to find out more.

Equinor - Visit: www.equinor.com/energy/hydrogen to find out more.

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What is Keadby Next Generation Power Station Project?

What is the difference between Keadby 3 Carbon Capture and Storage and Keadby Next Generation Power Station?

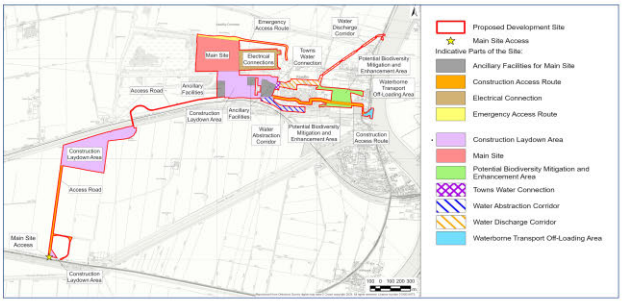
In December 2022, SSE were granted a Development Consent Order (DCO) for Keadby 3 Carbon Capture and Storage project (Keadby 3 CCS). Keadby 3 CCS uses natural gas as its fuel, fitted with a carbon capture plant to remove carbon dioxide from its emissions.

We are now exploring the development of Keadby Next Generation Power Station as an alternative located on the same site.

By getting development consent for both options in parallel (Keadby 3 CCS and Keadby Next Generation Power Station), SSE can be ready to develop a low carbon power station in Keadby regardless of which decarbonisation option is commercially available first.

Project overview

The below map shows the project and construction areas, highlighting how it will fit around the existing buildings on the Keadby site.



Need for the project

The UK has legislated to cut national carbon emissions to Net Zero by 2050. This requires a major change in how we generate and use energy, which is already underway.

Renewable energy sources such as wind and solar aren't constantly available or as predictable as other energy sources. We believe flexible and efficient hydrogen-fired generation will play a critical role in providing reliable power to complement renewable energy generation and replacing older and more carbon-intensive alternatives.

Keadby Next Generation Power Station has a clear route to decarbonisation, which will be achieved by incorporating hydrogen infrastructure into the site.

About the Humber Hydrogen Economy

Keadby Next Generation Power Station is well-sited to connect into the emerging proposals for a hydrogen network within the Humber region, being developed as part of the East Coast Hydrogen Project and Project Union.

SSE Thermal and Equinor are working together to support the development of the hydrogen economy in the Humber region.

It is important that projects such as this one are progressed in tandem with projects to produce and transport hydrogen across the UK, as the demand for hydrogen needs to be clearly identified in order to continue investment in transport, production and storage infrastructure. The speed of switching to hydrogen is largely dependent on the UK Government agreeing business models to enable fuel switching from natural gas to hydrogen.

Working with the local community

We're committed to working with the local community throughout the design, construction and operation of the project.

We want to continue to support the communities close to our sites and make a positive contribution to people's lives. As part of our ongoing commitment to working with our communities we have previously launched our Community Investment Package. This investment package is already available to local communities. You can find more information about this here: **www.ssethermal.com/communities/**

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What is hydrogen?

Hydrogen is the lightest chemical element in the periodic table and the most abundant element in the universe.

- **At standard temperature and pressure, hydrogen is a colourless, odourless, tasteless, non-toxic, highly combustible gas, with the highest specific energy content of all conventional fuels.**
- **Like electricity, hydrogen is an energy carrier – not a source of energy – so must be produced. Yet hydrogen offers several benefits that increase its potential to replace fossil fuels.**
- **It can replace natural gas in flexible thermal plants and does not contain carbon. As a result, no carbon dioxide is emitted when it is used. Instead, when burnt with oxygen, the by-product is water.**
- **It can be used directly as a fuel or to generate electricity.**

Therefore, it is strategically important in the development of a low-emission, environmentally sound, cleaner and more sustainable energy system, and will play a role in the UK achieving its Net Zero targets.

What's the difference between blue and green hydrogen?

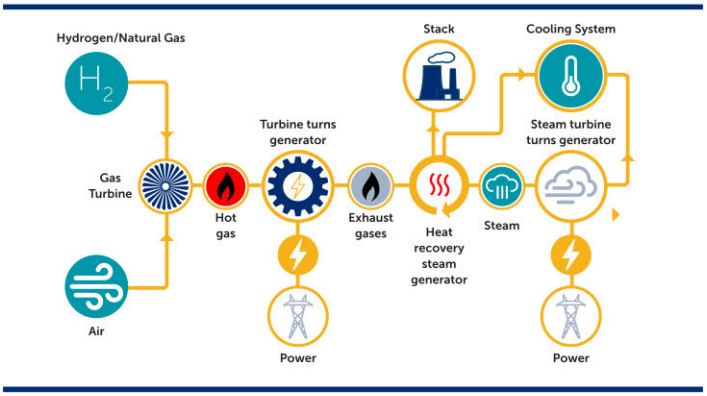
H_2

- Blue hydrogen is produced from natural gas with the resultant carbon emissions captured and stored.
- Green hydrogen is created through the electrolysis of water. This process uses renewable electricity and is therefore carbon-free.

Both blue and green hydrogen can be used to generate low-carbon electricity.

How does a hydrogen fired power station work?

In a Combined Cycle Gas Turbine (CCGT), hydrogen and/or natural gas is combusted in burners in a gas turbine. The hot product gases from the combustion expand across the blades of the gas turbine causing it to rotate and drive an electrical generator. The gas turbine exhaust gases are passed through a Heat Recovery Steam Generator to recover useful heat in order to produce steam (at various pressures) which is used to generate further power via a separate steam turbine. There are no direct carbon dioxide emissions from burning hydrogen, which is why our project is so important to getting to a Net Zero future.



Hydrogen safety on site

Safety is our number one priority; if it's not safe we don't do it. As with all of our sites, appropriate measures will be in place to ensure safe operation.

Hydrogen is not inherently more dangerous than other fuel sources. Hydrogen is flammable and must be handled with care, just like other flammable fuels. To ignite, hydrogen must be combined with an additional oxidising agent, such as air or pure oxygen, in a specific concentration and with an ignition source (a spark).

Safety measures for hydrogen facilities therefore are designed to greatly minimise any risk of leakage:

- All connections are designed specifically for hydrogen and the number of detachable connections minimised.
- Appropriate materials and instrumentation rated for hydrogen service are used throughout.
- Site layout is arranged to ensure adequate distances between potential hazards.
- Enclosed areas are provided with ventilation to avoid any buildup of hydrogen in the event of leakage.
- Facilities are equipped with safety valves, pressure reliefs and gas leak detection equipment.

The project will be operated and maintained under standard operating procedures by suitably qualified and experienced personnel in accordance with safe systems of work for hydrogen operation.

Environment

Our project will bring many benefits but, as with all infrastructure projects, there may be some impacts. That's why the Development Consent Order (DCO) application process requires us to carry out a detailed Environmental Impact Assessment (EIA), and submit an Environmental Statement (ES) with the DCO application. The ES will reflect the evolution of the project design and the feedback received during this consultation.

Understanding the area we're working in, its environmental sensitivities and the impacts our project might have, allows us to identify how we could mitigate those impacts.

What is a Preliminary Environmental Information Report?

We have already started initial environmental assessment work and site surveys. These have been summarised in our Preliminary Environmental Information (PEI) Report, which is available as part of this consultation. This report sets out the potential environmental impacts of the project across a number of different topics, based on the preliminary assessment work we've done to date. We have also presented this information in a shorter PEI Report Non-Technical Summary (NTS), which uses non-technical language to describe these potential environmental effects.

We've carried out a number of surveys, including habitat and species surveys and baseline viewpoint photography. Our assessments so far suggest there will be some impacts during construction and operation. Some of these may require additional mitigation measures, which we will identify through ongoing assessment work.

On boards 5 and 6, we've provided a summary of some of the key findings of our EIA work to date covered by the PEI Report. Effects are described as 'significant' or 'not significant'.

'Significant effects' is a technical term, which is used in the EIA process to identify environmental factors that require further assessment and control measures. Identifying a 'significant effect' in the PEI Report does not mean it will definitely happen. By identifying them at this stage, we can explore opportunities to manage the potentially significant effects.

Where can I find out more or provide feedback on the PEI Report?

The scope of the EIA assessment has been agreed in consultation with the Planning Inspectorate. A comprehensive range of topics are assessed for impacts from the project at construction, operation and decommissioning phases. The topics included are:

Air quality	Noise and vibration	Traffic and transport	Biodiversity and nature conservation
Water environment	Ground conditions	Landscape and visual amenity	Cultural heritage
Socio economics	Population and human health	Climate change and greenhouse gas emissions	Major accidents and disasters
Waste and materials			

For a short, non-technical summary of the assessment, please refer to the PEI Report Non Technical Summary (NTS), and for full details, refer to the PEI Report Volumes I to III. All of these documents are available to view online, at our in-person events, and at our document inspection venues.

If you have technical questions about the PEI Report we encourage you to ask the project team. More details of how to access alternative formats of the PEI Report can be found on the 'Get Involved' board.

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Preliminary environmental effects

Summary of preliminary assessment of environmental effects

Climate change and greenhouse gas emissions
We're calculating the project's Greenhouse Gas (GHG) emissions. The calculation considers direct and indirect GHG emissions associated with the project – from the embodied carbon in the construction materials, to the transport of people and materials, and the operation of the power station over its lifetime (including GHG emissions associated with hydrogen and natural gas production by others).

This project will contribute to the decarbonisation of the electricity grid by switching to hydrogen fuel as soon as a commercially viable supply is available. While the production and supply of hydrogen has some GHG emissions associated with it, being enabled to use hydrogen will greatly reduce the project's direct GHG emissions in the long-term. By being able to use natural gas or hydrogen, the project will be able to operate from the outset to support the UK's security of supply, with the ability to provide on-demand power for when the wind isn't blowing and the sun isn't shining.

In our Preliminary Environmental Impact (PEI) Report we present the calculations for a range of potential operating scenarios.

Air quality
During construction and decommissioning, impacts from dust and traffic will be managed using standard best practice measures via a Construction Environmental Management Plan to monitor and reduce impacts.

Predicted increases in traffic are being assessed, however it is considered that increased traffic numbers are not likely to result in significant effects.

The air quality assessment is also looking at the potential impact of the project's operational emissions from the stack (chimney). The impacts from operational air emissions on people will be controlled through an Environmental Permit, which will require emission concentrations to be controlled to stay within emission limits to protect public health. The height of the stack is also designed to ensure emissions are adequately dispersed to avoid significant effects.

Landscape and visual amenity
During construction and decommissioning there are likely to be short-term visual changes for several homes and users of the canal and towpath. Significant short-term effects are likely to occur close to the development due to construction activities, including cranes and other machinery moving around the site.

During operation, significant adverse effects on a small number of properties and users of the canal and towpath are predicted where there are direct views of the project. The project will be designed to reduce adverse effects through appropriate use of building materials and finishes.

Lighting
There will be a requirement to illuminate parts of the site to ensure safe night-time working conditions. Low level permanent lighting may be visible at night, although this is anticipated to be a minor change to the current view. A lighting strategy is being developed that minimises light pollution, and this will be provided with the DCO application.

Separate to the Development Consent Order (DCO) application, we're already working with local partners to explore options for tree planting and supplementing the existing landscaping to filter and soften views of the Keadby site as a whole.

View of the Keadby site from Keadby and Stainforth Canal towpath indicating the shape and scale of Keadby Next Generation. Blue lines show areas hidden from view by existing structures and vegetation. Red lines show areas that will be visible from this viewpoint.

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Preliminary environmental effects

Noise and vibration
Noise and vibration effects on sensitive human and ecological locations close to the site are being assessed, however it is considered that they are not likely to be significant.

During construction and decommissioning, impacts from noise and vibration will be managed through best practicable measures via environmental management plans.

During operation, noise mitigation measures will be provided for the main new sources of noise to minimise any potential adverse effects.

Ongoing assessments will determine the detail of mitigation measures to be employed.

Flood risk and water resources
We're considering potential effects on the water environment by assessing the impacts on water quality, water resources, character of the river, and flood risk. With the implementation of best practice pollution prevention measures, water efficiency measures and compliance with regulatory requirements (which will be outlined in a Construction Environmental Management Plan), no significant adverse effects are currently predicted to water quality or water resources from construction activities or operation in terms of taking water or discharging it.

A detailed Flood Risk Assessment is being undertaken to assess the risk of flooding to the new power station and the local area in relation to the project. Parts of the site will need to be raised to protect the new power station in case of a breach of existing local flood defences. Our modelling indicates this will not cause any significant change in the risk of flooding to the local area.

Biodiversity and nature conservation
We're considering the potential effects on local ecology by assessing potential disturbances from construction and operation. As part of our assessments, surveys have been completed to understand the habitats and species that would be affected. This includes surveys for protected species such as birds, water voles and badgers.

We'll also develop proposals for ensuring that the development makes an overall positive contribution to nature, through a process called Biodiversity Net Gain. This will result in a positive effect on the habitats and species at and around the Keadby site by increasing the biodiversity value of habitats, providing additional foraging and improving connectivity between habitats.

The layout of the proposed new power station has been designed to minimise habitat loss and to avoid sensitive habitats. Through this approach, species are also protected. As a result, no significant direct effects on habitats and species are predicted for the project.

Ongoing assessments will determine the details of the proposed biodiversity enhancement measures.

Cultural heritage
A cultural heritage assessment is being undertaken, which looks at the potential effects on assets like listed building and archaeological remains as a result of the construction, operation and decommissioning of the proposed new power station.

Construction of the project has the potential to impact below-ground archaeological remains. Mitigation measures, which may include archaeological monitoring or recording, will be secured in the Development Consent Order (DCO).

No significant impacts on built heritage assets are anticipated during construction, operation and decommissioning.

Socio-economic
During construction, the creation of approximately 800 full time jobs is likely to benefit the local area on the site and from the supply chain. Due to the size and nature of the project, it is anticipated that additional skills and education programmes and events will be delivered to the local community.

Keadby site

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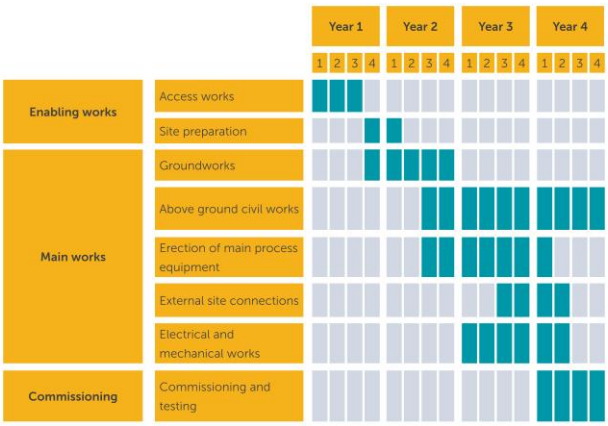
Construction

It takes several years to plan and develop this type of project and there are many factors that need to be clarified and confirmed before we can make a Final Investment Decision (FID), including obtaining a Development Consent Order (DCO). The earliest a DCO would be granted is in 2026 and FID would be some months after that. Construction would then be able to start.

We currently expect the construction and commissioning to take approximately four years. We will develop a detailed programme and keep local stakeholders and the community informed before and during construction.

The below shows an indicative timeline for construction.



Construction access – traffic and transport

Where possible, facilities used for the construction of Keadby 2 will be reused to minimise disruption. For example, the main access during construction (and subsequent operation) would be via the existing road access from the A18 used for Keadby 2 Power Station construction. Most abnormal indivisible loads would enter the site via Railway Wharf on the River Trent before passing through the project site using the haul route that was developed for Keadby 2 Power Station construction.

It may also be necessary to bring a small number of abnormal indivisible loads through Ealand, via Bonnyhale Road, as was the case with the construction of Keadby 2 Power Station. Some abnormal indivisible loads may also need to use the A18 (Althorpe Bypass) for access. The routing of abnormal indivisible loads would be subject to controls as part of a Construction Traffic Management Plan, which will be a requirement of the DCO.

At this stage, laydown requirements (temporary storage) have been estimated and assessed using worst-case assumptions. The laydown areas will be created with permeable materials used on levelled ground and secured by fencing and gates.

In addition to the Construction Traffic Management Plan, other environmental mitigation measures identified by the EIA, such as dust control measures and construction working hours, will be set out in an Outline Construction Environmental Management Plan to accompany the DCO application.

We'll keep residents informed on the construction works planned, to help manage disruption and to allow communities to plan for any disruption we cannot avoid.

Abnormal indivisible loads

These are loads that can't be divided into smaller parts for transportation without risking damage. This is because they typically exceed standard legal dimensions or weights and require special permissions for road transport.

Examples include large machinery and construction equipment. Transporting these loads involves careful planning, route selection, and often the use of escort vehicles to ensure safety and minimise disruption to other road users.

Construction Environmental Management Plan

We'll develop a Construction Environmental Management Plan to ensure that, throughout the construction period, we carefully control activities that may cause dust, noise and vibration, and manage any potential impacts.

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Keadby Next Generation Power Station design

We're considering how the appearance of the site and the larger buildings could be enhanced through the use of materials, appropriate colours, and boundary styles.

Technical and functional requirements

Scale

The largest building will be the heat recovery steam generator building.

The tallest structure will be the stack.

Some ducting, supports and ancillary structures are placed on the exterior of the CCGT buildings.

Additional overhead line towers ('pylons') are unlikely to be required.

Layout

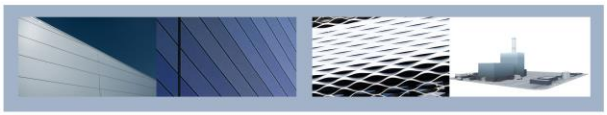
This is determined by the availability of land, proximity to electrical and cooling infrastructure, environmental considerations such as existing habitats, the location of existing structures and plant such as the existing National Grid sub-station and gas supply pipeline, and the anticipated location of the hydrogen supply pipeline. The CCGT and hybrid cooling towers need to be close-by for efficiency.

Perimeter

A secure perimeter is required, without overhanging trees or obscured visibility, along with suitable access and emergency egress points.

Durability

The project will be built using engineering components and materials that will ensure that it operates safely, cost effectively and efficiently for at least 25 years.



Design opportunities

We're considering how to enhance the appearance of the larger structures in long distance views. Nearer to the site, we're looking at how to soften the appearance of smaller structures, reinforcing local character through material selection and finish, design attractive and welcoming gateways, and landscaping.

Building Finish

On the CCGT building we're considering:

- Metal cladding, 'fading' from dark at ground floor to light at roof level to reduce its appearance, taking inspiration from the colour scheme of local infrastructure.
- Or using colour or texture (such as mesh panel) to highlight certain areas, for example on additional structures, to create focal points and add depth.

Considerations for smaller structures include:

- Adopting a similar shape or roofline as the larger buildings, to signify the link with the project.
- Using traditional materials that relate to its surroundings, like a new gatehouse on the access road could use the form of the larger buildings while using red bricks as seen on the nearby farm access and in local villages.

Boundary Treatments and Accesses

The security perimeter could incorporate:

- **Planting to provide visual interest** and a degree of screening of lower structures. Wildlife features such as native species hedgerow, earth bunds, and drainage ditches or ponds can also have visual benefits.
- **Minimise clutter** by integrating perimeter lighting and CCTV columns into the fence, as well as grouping signage to help with wayfinding.
- **Use a mixture of surfacing**, contrasting materials, sensitive lighting and signage to ensure adequate visibility for drivers and create open spaces, such as entrance gateways and parking areas, that maximise accessibility and usability.

We would encourage you to provide your feedback on the design ideas above. We will take this into account in finalising our Development Consent Order (DCO) application, which will include written guidance ('design principles') to inform building finish and boundary treatments at the detailed design stage and ensure that the project is both functional and attractive.

Get Involved

This statutory consultation is taking place between Thursday 9 January and Thursday 20 February 2025. Please respond by 23:59 on Thursday 20 February 2025. Your feedback will help us consider local people and business' views as we develop the project.

Consultation documents

We have produced a range of consultation documents to help you find out more and have your say. These are available during the consultation period on our website, in our virtual consultation room, at events, and at the document inspection venues. The consultation documents are:

- **Statutory consultation brochure**
- **Feedback form**
- **Maps of the Project Location and Red Line Boundary**
- **Frequently Asked Questions**
- **Statement of Community Consultation**
- **Preliminary Environmental Information Report, including its Non Technical Summary**

For paper copies of the consultation documents, please contact us using the details below. We reserve the right to charge for a paper copy of the full PEIR document to reflect the costs of printing and distribution due to the size of the document. We encourage people to view the materials online where possible to reduce the environmental impact of printing and distributing additional materials.

Email us at: keadbydevelopments@aecom.com

Write to us at: Freepost KNG POWER STATION CONSULTATION **(no stamp needed)**

Phone us on: 01202 043652

Virtual consultation room

We are using a virtual consultation room, which replicates a face-to-face consultation event. You can find it at **www.keadbynextgen.com** and visit it to view the proposals, read or download the consultation documents, fill in a feedback form, and request further information.

The room can be accessed from all devices, including smartphones, tablets and desktop devices, and you can access it as many times as you would like during the consultation period.

Document inspection locations

All our consultation documents are available to view, free of charge, at the document inspection points. Please check the website for details of these locations or ask a member of the team here today.

Accessibility and inclusion

If you require assistance accessing the consultation information, would like a paper copy, or link to our consultation materials please ring **01202 043652**, or send an e-mail to **keadbydevelopments@aecom.com**. We want to hear everyone's views and are committed to inclusivity so if you have any issues with the accessibility of any of our materials, please contact us and we'll do everything we can to help.

Your feedback

We encourage you to provide feedback on our proposals. There is a number of different methods you can use:

The feedback form – available electronically on our project website www.keadbynextgen.com

As part of our virtual exhibition at keadbynextgen.consultation.ai or as a paper copy on request

By post to Freepost KNG POWER STATION CONSULTATION

By email at keadbydevelopments@aecom.com

By leaving a message including your name and number at 01202 043652

We will not be able to consider feedback provided via methods not listed above (such as on social media).

All feedback must be received by **23:59 on Thursday 20 February 2025** to be considered.

Your privacy

We are committed to protecting your personal data in line with applicable data protection legislation. For more information about how we handle your personal data, please review our privacy notice at https://keadbynextgen.com/privacy/.

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Next Steps

Following the consultation closing on Thursday 20 February 2025, we'll review all the suggestions and comments we've received during the consultation period.

We will analyse your feedback as we make further refinements to our proposed design and develop any mitigation measures.

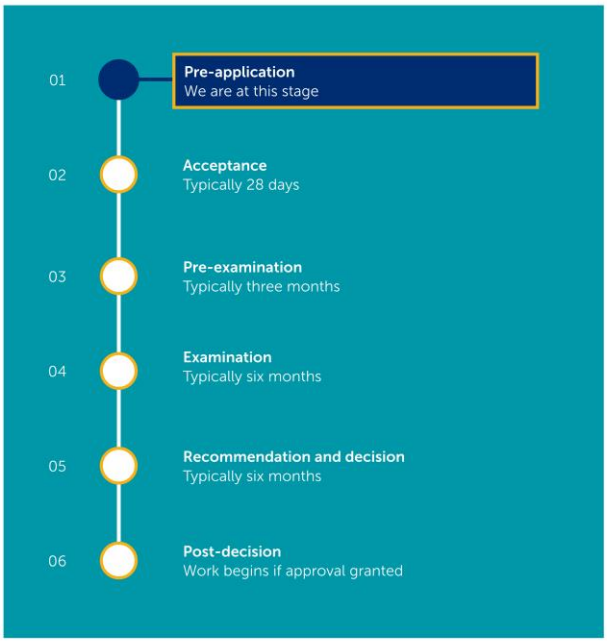
We will set out a summary of the responses you have given during consultation, with details of how your feedback has helped shape our proposals. This Consultation Report will form part of our Development Consent Order (DCO) application and will be available to the public after we submit the application, which we expect to be in 2025.

If our application for a DCO is accepted by the Planning Inspectorate, on behalf of the Secretary of State for Energy Security and Net Zero, an Examining Authority will consider the application and any representations, which will take up to six months. During the examination stage, anyone with an interest in the project can take part and make representations in writing, or verbally at hearings.

The Examining Authority will be given three months to report its recommendation to the Secretary of State, who has a further three months to make a final decision on whether to grant a DCO for the project.

The Development Consent Order (DCO) process

There are six stages to the DCO process:



More information about the DCO application procedure, and how DCO applications are examined in public, is available on the Planning Inspectorate's website at:

https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/