

The Lighthouse Green Fuels Order

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Outline Design Principles

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Contents

Executive Summary	4
2 Introduction	5
2.1 Overview	5
2.2 The Applicant.....	5
2.3 Overview of the Proposed Development.....	5
2.4 The Site	8
2.5 The DCO Process	8
2.6 The Purpose and Structure of this Document	9
3 Design Principles	11
3.1 Introduction.....	11
3.2 Site Wide	11
3.3 Main Site excluding Quay	12
Site Layout, Masterplanning and Topography	12
Main Site Infrastructure including Massing	13
Administration and Welfare including Built Form	14
Access, Circulation and Active Travel	14
Environmental Integration	15
3.4 Quay.....	15
3.5 Connection Corridors and Utility Connections in Wider Site.....	16
4 Design Code	17
References	19
.....	20

Tables

Table 2.1 Works Description Summaries	6
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Glossary

Acronym	In Full / Term
AGI	Above Ground Infrastructure
ASU	Air Separation Unit
CHP	Combined Heat and Power
COMAH	Control of Major Accident Hazards
CO ₂	Carbon dioxide
DCO	Development Consent Order
ES	Environmental Statement
EVs	Electric Vehicles
FRA	Flood Risk Assessment
HGVs	Heavy Goods Vehicles
HSE	Health and Safety Executive
km	kilometre
LGF	Lighthouse Green Fuels
MW	Megawatts
MWe	Megawatts electrical
NSIP	Nationally Significant Infrastructure Project
PA 2008	Planning Act 2008
PINS	Planning Inspectorate
RCBC	Redcar and Cleveland Borough Council
SAF	Sustainable Aviation Fuel
SoS	Secretary of State
STBC	Stockton-on-Tees Borough Council

Executive Summary

- 1.1.1 In line with the Planning Inspectorate's Nationally Significant Infrastructure Projects: Advice on Good Design [Ref 1], this document seeks to secure good design post-consent, in the final, detailed design of the Proposed Development. It should be read in conjunction with the **Design Approach Document (Application Document Ref. 5.3.1)** which describes how a good design process has been carried out.
- 1.1.2 The first part of this document sets out the design principles themselves which have been developed during the pre-application period, through surveys and assessments, consultation and design work. These will feed into the final, detailed design of the Proposed Development, to ensure a good design process continues to be followed.
- 1.1.3 The design principles are structured according to key aspects of the design of the Proposed Development. They have been developed by the Applicant throughout the pre-application process and have been influenced by surveys and assessments, consultation and other engagement, design work carried out to date, and the functional requirements of the Proposed Development.
- 1.1.4 Compliance with these design principles will mean that a good design outcome is achieved. As these design principles will form the basis of design assessment for the Proposed Development as the detailed design comes forward through Requirement discharge, related post-consent applications will need to demonstrably have regard to them.
- 1.1.5 The second part of this document sets out the design code which should guide the design process post-consent and remain a key consideration through detailed design and into implementation.
- 1.1.6 The design code provides a framework for creating healthy, safe, green, environmentally responsive, sustainable and distinctive places, with a high and consistent standard of design. The design code will be worked through as final designs with respect to the detailed design of the Proposed Development are being made. The design code is based on the characteristics of well-designed places, as set out in the National Design Guide [Ref 2].

2 Introduction

2.1 Overview

- 2.1.1 This **Outline Design Principles Document (Application Document Ref 5.3.2)** has been prepared by DWD Property and Planning Limited on behalf of LGF Projects Limited (the Applicant), to support an application (the Application) seeking development consent for the construction, operation, maintenance and decommissioning of the Lighthouse Green Fuels (LGF) project (the Proposed Development) on land within the administrative boundaries of Stockton-on-Tees Borough Council (STBC) and Redcar and Cleveland Borough Council (RCBC).
- 2.1.2 The Order limits for the Proposed Development are made up of the Main Site and Wider Site, together 'the Site'. A more detailed description of the Site is set out at section 2.4.
- 2.1.3 The Application has been submitted to the Planning Inspectorate (PINS), and the decision whether to grant a Development Consent Order (DCO) will be made by the Secretary of State (SoS) for Energy Security and Net Zero pursuant to the Planning Act 2008 (the PA 2008) [Ref 3].
- 2.1.4 The Proposed Development comprises a commercial-scale second generation Sustainable Aviation Fuel (SAF) production facility and associated infrastructure.

2.2 The Applicant

- 2.2.1 The Applicant is wholly owned by Alfanar Energy Limited (Alfanar). Alfanar is part of a global project development, manufacturing, and engineering group headquartered in Saudi Arabia. Alfanar has developed significant in-house feedstock-to-SAF expertise. This experience will be utilised to construct and operate the Proposed Development.

2.3 Overview of the Proposed Development

- 2.3.1 The Proposed Development is anticipated to be the UK's first commercial-scale second generation SAF production facility.
- 2.3.2 The Proposed Development includes the construction, operation, maintenance and decommissioning of a commercial-scale facility that will produce approximately 180 million litres of advanced SAF and approximately 30 million litres of renewable naphtha each year.
- 2.3.3 The Proposed Development includes the following elements (the location of each Work No. is shown on the **Works Plans (Application Document Ref. 2.4)**):

Table 2.1 Works Description Summaries

Work Number:	
Work No. 1	SAF production facility comprising: • 1A - feedstock pre-treatment facility including flue gas treatment and stack • 1B - SAF processing facility including thermal oxidiser, flue gas treatment, and stack • 1C - up to two flare structures
Work No. 2	Combined heat and power (CHP) generating station comprising: • 2A - boilers and steam turbine generators • 2B - flue gas treatment and stack
Work No. 3	Feedstock and intermediate and final product handling and storage
Work No. 4	Cooling infrastructure for SAF production facility and CHP plant
Work No. 5	Bridge and culvert crossings of existing infrastructure
Work No. 6	Marine infrastructure comprising: • 6A - construction of permanent quay • 6B - permanent quay • 6C - capital and maintenance dredging
Work No. 7	Electrical connection works comprising: • 7A - underground and overground cable connections to the existing North Bank Supply Point • 7B - electrical connection works
Work No. 8	Modified or new natural gas connection and above ground infrastructure (AGI)
Work No. 9	Supply of industrial gases: Only one of Work No. 9A or Work No. 9B would be developed; • 9A - industrial gases connection works comprising installation of new and repurposing of oxygen and nitrogen pipeline connections, and connection to existing low pressure nitrogen supply • 9B - air separation unit (ASU) facility and connections to Work No. 1
Work No. 10	Modification or removal and replacement of industrial wastewater pipeline connection works
Works No. 11	• Export connection works: 11A - pipeline(s) for the export of SAF and renewable naphtha • 11B or 11C - a pipeline for the export of carbon dioxide (CO₂) connecting to AGI by others (being either AGI C1 or C2 of the Northern Endurance Partnership (NEP) transport and storage pipeline) Only one of Work No. 11B or Work No. 11C would be developed
Works No. 12	Surface water attenuation, and drainage and discharge works
Works No. 13	Laydown areas comprising: • 13A - temporary construction compounds and laydown areas • 13B - permanent laydown and storage

Work No. 14	Access works and private street improvements
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- 2.3.4 In addition a range of associated development, both specified and unspecified, is proposed in relation to the above.
- 2.3.5 The new quay on the River Tees (**Work No. 6**) will allow delivery of modular plant and construction materials by ship during construction and biomass and waste wood feedstock during operation, reducing reliance on road transport. Feedstock will be stored (**Work No. 3**) then pre-treated at the Main Site and processed into SAF through gasification and gas-to-liquids processes (**Work No.1**).
- 2.3.6 To support operations, the Proposed Development will include a biomass and waste wood-fired CHP plant (**Work No. 2**) with an electrical output capacity of up to 200 megawatts electrical (MWe), providing a low-carbon energy supply for the SAF process. Cooling infrastructure (**Work No. 4**) will be required for the SAF process and the CHP plant. Connections will provide electricity for start-up and to maintain ancillary site supplies (**Work No. 7**), natural gas for start-up and as auxiliary fuel for some processes during operation (**Work No. 8**), and oxygen and nitrogen which will either be delivered to the Site via pipelines or produced by a new ASU in the Main Site (**Work No. 9A or 9B** respectively). Waste materials, including off-specification materials will be exported from the Main Site by road. Finished products (SAF, and a secondary product of the process, renewable naphtha) will be transferred via pipeline(s) (**Work No. 11A**) to local marine loading facilities for marine export or export by road. CO₂ from the acid gas removal unit in Work No. 1B will be exported via pipeline (**Work No. 11B or Work No. 11C**) subject to a suitable agreement to connect to one of two proximate AGIs in the NEP project.
- 2.3.7 The Proposed Development will also include replacement and new wastewater pipeline connection works (**Work No. 10**), surface water drainage systems (**Work No. 12**) and access and street improvements (**Work No. 14**). Space within the Wider Site is identified for temporary construction and laydown and space within the Main Site identified for permanent laydown and storage areas (**Work No. 13**).
- 2.3.8 The preliminary layout of the Proposed Development is shown on **Indicative General Arrangement Plan (Application Document Ref. 2.5.1)** and **Indicative General Arrangement Isometric (Application Document Ref. 2.5.2)**.

2.4 The Site

- 2.4.1 The Site location and boundary (which is also known as the 'Order limits') are shown on **Site Location Plan (Application Document. Ref 2.1)**. The Site is located in Teesside on land to the north and south of the River Tees with connection corridors crossing the Tees.
- 2.4.2 The Main Site is located in the industrial area of Seal Sands approximately 5km east of Billingham town centre and 4km north-east of Middlesbrough town centre, on the north bank of the River Tees in the borough of Stockton-on-Tees). The majority of the Main Site lies south of Seal Sands Road and largely comprises previously developed land formerly used as a chemical plant from the early 1970s. It was last operated by INEOS Nitriles.
- 2.4.3 The Main Site comprises the main SAF facility development area of the Site, lying to the south and north sides of Seal Sands Road and bounded by the proposed quay in the River Tees, with the River Tees to the east.
- 2.4.4 The eastern boundary of the Main Site is formed by the River Tees, where existing jetties will be demolished and a new quay developed.
- 2.4.5 The Wider Site comprises the connection corridors, including land required for road access, pipelines (including under the River Tees), dredging near to the Main Site, and utility connections and construction laydown in both North Tees and (in the borough of Redcar and Cleveland) South Tees.

2.5 The DCO Process

- 2.5.1 Part 3 of the PA 2008 defines which projects constitute a nationally significant infrastructure project (NSIP). Once classed as an NSIP, development consent (in the form of a DCO) is required under Part 4 of the PA 2008.
- 2.5.2 In legislative terms the Proposed Development comprises both a SAF production facility and a CHP generating station together with development associated with the SAF production facility and the CHP generating station.
- 2.5.3 The construction and operation of the main SAF production facility does not automatically fall within the definition of an NSIP. Therefore, on 12 August 2025, the Applicant formally requested a direction by the SoS for Energy Security and Net Zero, pursuant to section 35(1) of the PA 2008, that the following elements be treated as one for which development consent is required. The Section 35 direction request was made in respect of: a main gasification facility to process sustainably sourced biomass; feedstock pre-treatment, syngas clean-up apparatus; Fischer-Tropsch process units; refining units; feedstock, intermediates and finished product storage; quayside with ship loading/ offloading infrastructure; supporting

infrastructure and utility connections (hereafter called the ‘Specified Elements’).

- 2.5.4 The SoS for Energy Security and Net Zero issued a direction under Section 35 of the PA 2008 [Ref 3] on 08 September 2025 to confirm that the Specified Elements of the Proposed Development, together with any matters/ development associated with them, should be treated as development for which development consent under the PA 2008 is required.
- 2.5.5 The CHP plant (**Work No. 2**) surpasses the 50 Megawatt (MW) threshold for generating stations defined in Section 15 of the PA 2008 and is therefore a NSIP in its own right.
- 2.5.6 An application for development consent for the Proposed Development has been submitted to PINS acting on behalf of the SoS. Subject to the Application being accepted, PINS will then examine it and make a recommendation to the SoS who will then decide whether to grant a DCO.
- 2.5.7 The application for development consent for the Proposed Development supersedes a previous application that was being progressed by Lighthouse Green Fuels Limited centred on a site off Huntsman Drive in Seal Sands, TS2 1TT (PINS ref. EN010150). Statutory consultation on that application took place between 16 May 2024 and 20 June 2024. As shown on the PINS website¹, that application is discontinued.

2.6 The Purpose and Structure of this Document

- 2.6.1 In line with the Planning Inspectorate’s Nationally Significant Infrastructure Projects: Advice on Good Design [Ref 1], this document builds on the design work undertaken to date and secures good design post-consent, in the final, detailed design of the Proposed Development. It should be read in conjunction with the **Design Approach Document (Application Document Ref. 5.3.1)**.
- 2.6.2 The first part of this document will set out the design principles themselves which have been developed during the pre-application period through surveys and assessments, consultation and design work. These will be key principles that feed into the final, detailed design of the Proposed Development, to ensure a good design process continues to be followed.
- 2.6.3 The second part of this document will set out the design code which should guide the design process post-consent and remain a key consideration through detailed design and into implementation.

¹ <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN010150>

- 2.6.4 Compliance with this document is intended to be secured within a Requirement in the DCO, as shown in the **draft Development Consent Order (DCO) (Application Document Ref. 3.1)**.

3 Design Principles

3.1 Introduction

- 3.1.1 The design principles are structured according to key aspects of the design of the Proposed Development. They have been developed by the Applicant throughout the pre-application process and have been influenced by surveys and assessments related to the Application, consultation with statutory bodies and other engagement, design work carried out to date and the practicalities of delivering the Proposed Development.
- 3.1.2 Compliance with these design principles will ensure that a good design outcome is achieved. As these design principles will form the basis of design assessment for the Proposed Development as the detailed design comes forward through Requirement discharge, related post-consent applications will need to demonstrably have regard to them.
- 3.1.3 Importantly, this document forms just one of a number of control documents secured within the **draft DCO (Application Document Ref. 3.1)** which control the detailed design of the Proposed Development. Further, the articles in the body of the **draft DCO (Application Document Ref. 3.1)** and requirements in Schedule 2 of the same which impose controls over the detailed design of the Proposed Development can be found in Table 9.1 of the **Design Approach Document (Application Document Ref. 5.3.1)** and further commitments as to the design of the Proposed Development and how these are secured can be found in **Appendix 23A: Commitments Schedule (ES Volume III, Application Document Ref. 6.3.29)**.

3.2 Site Wide

- DP1. Noise and Vibrations:** In order to reduce noise and vibration impacts, engineering should be used to prevent, control, contain and abate emissions and layout should include adequate distances between source and sensitive receptors.
- DP2. Boundary Treatments and Security:** Security perimeters should utilise unobtrusive fencing systems, such as dark-coated (e.g., black or dark green) weldmesh as much as possible. Visually aggressive palisade fencing should be minimised though it's acknowledged that in some circumstances it is required in relation to specific high-security or safety regulations.
- DP3. Parameter Compliance:** Certain buildings, structures, and stacks have Maximum Design Parameters governing their built dimensions. These were assessed within the ES and are secured at Requirement 3 of Schedule 2 to the **draft DCO (Application**

Document Ref. 3.1). This ensures no materially different, adverse and unassessed environmental impacts arise during the detailed design phase.

- DP4. Sustainable Construction & Materials:** The detailed design should align with the government's circular economy ambitions where practicable. This includes incorporating sustainable materials and designing to facilitate the reuse or recycling of materials upon decommissioning.

3.3 Main Site excluding Quay

Site Layout, Masterplanning and Topography

- DP5. Functional Zoning and Process Flow:** The final layout should group interrelated processes together to minimise internal transit of materials, shorten pipe runs, and reduce the overall development footprint where practicable. Industrial processes, such as those in Work No. 1 and 2 should be buffered from sensitive site boundaries by placing ancillary or lower-scale structures between the noise source and the boundary where practicable.
- DP6. Topography and Earthworks:** The design should seek to balance cut and fill across the Main Site to minimise the export of excavated material and the import of fill. Any necessary permanent retaining structures or localised raising of ground levels (e.g., for flood resilience) should be integrated into the landscape design and sloped to avoid harsh, engineered embankments where practicable.
- DP7. Drainage Concept:** The layout must incorporate suitable measures to safely manage surface water. The drainage design must ensure the infrastructure for the Proposed Development is safe and remains operational in times of flood, accounting for predicted climate change impacts over its lifetime. This includes the flood risk mitigation measures outlined in the **Flood Risk Assessment (Application Document Ref. 5.7)**. The current design includes attenuation via balancing ponds, with discharge via an outfall adjacent to the proposed quay. Water quality will be monitored, with provision for treatment or diversion where required.
- DP8. Building Heights:** The height of inhabited office type buildings will be limited to 3 storeys in HSE Inner Consultation Zones in line with HSE standing advice.

Main Site Infrastructure including Massing

- DP9. Decommissioning Integration:** The layout should account for the ultimate decommissioning of the facility, ensuring safe access for heavy lifting equipment to dismantle and remove large infrastructure elements after the end of the project's operational life where practicable.
- DP10. Form Follows Function:** The scale, form, and height of the main process structures shall be dictated by their engineering, safety, and dispersion requirements. Equipment should generally remain unenclosed to reduce unnecessary visual bulk, unless acoustic mitigation, weather protection, or personnel safety dictates otherwise.
- DP11. Silo Design Flexibility:** The layout has retained flexibility to accommodate either 4 large dome silos or an array of approximately 30 slip-formed silos. Whichever option is selected during final detailed design, the silos should be organised in a geometrically logical grid to present a unified industrial form.
- DP12. Stack Grouping:** Where technically feasible and compliant with emissions dispersion modelling, exhaust stacks and flues should be co-located or bundled within a shared structural framework to minimise the number of vertical elements protruding into the skyline.
- DP13. Context-Driven Colour Strategy: Lower Elevations (Base):** Structures closer to the ground (up to a defined datum line) should utilise darker, visually recessive, non-reflective tones (e.g., slate greys, dark greens, or earthy hues) to visually anchor the facility and blend with the surrounding industrial baseline or tree lines.
- DP14. Context-Driven Colour Strategy: Upper Elevations (Skyline):** Tall structures (like the main silos and stacks) should transition to visually recessive, non-reflective lighter, neutral tones (e.g., light grey, off-white, or sky blue) to reduce their silhouette against the sky.
- DP15. Minimising Visual Clutter:** External cabling, ducting, and minor pipework should be rationally routed and consolidated onto shared gantries where practicable. Unnecessary diagonal or haphazard routing across the facades of major structures should be avoided where practicable.

Administration and Welfare including Built Form

- DP16. Form and Materiality:** The administration and welfare buildings should endeavour to feature a sleek, contemporary corporate design characterised by crisp geometric lines, extensive curtain-wall glazing for maximum natural light, and smooth facade panelling. Large, blank, unrelieved facades should be avoided on occupied buildings.
- DP17. Colour Strategy:** The colour palette should seek to utilise clean, bright neutral tones as per Lighthouse Green Fuels corporate colours listed in the brand guidelines.
- DP18. Legibility and Wayfinding:** The primary visitor and staff entrances should be highly legible where practicable. Architectural elements such as entrance canopies, changes in paving materials, and integrated signage should naturally guide personnel from the site entrance to the admin building.
- DP19. Inclusive Design:** All permanent occupied buildings and associated external spaces should be designed inclusively, providing level access, accessible welfare facilities, and compliant gradients for all users insofar as is possible.
- DP20. Passive Sustainability:** Occupied buildings should prioritise passive design—maximising natural daylight, integrating structural solar shading (e.g., brise soleil) to prevent overheating, and utilising natural ventilation where practicable and ambient acoustic/air quality allows.
- DP21. Climate Change Resilience:** Finished floor levels and resilience/adaptability measures for all buildings should be informed by up to date flood risk modelling including appropriate climate change allowances, building by building appraisal of vulnerability and adaptability informed by the use and materials proposed for each building, and the recommendations of the **Flood Risk Assessment (Application Document Ref. 5.7)**. It is noted that the FRA based on current modelling recommends less vulnerable/more adaptable uses are raised to the lower level of 5.38m AOD and more vulnerable/less adaptable uses are raised to the higher level of 5.68m.

Access, Circulation and Active Travel

- DP22. Traffic Segregation:** The internal road network should clearly and safely segregate Heavy Goods Vehicles (HGVs) and operational

plant traffic from staff and visitor pedestrian routes where practicable.

- DP23. Gatehouse and HGV Ingress:** The main access junctions should be designed to provide sufficient internal waiting areas and holding lanes for HGVs, preventing any operational queuing onto the public highway. The layout should also make appropriate provision for HGV driver welfare facilities to support operators.
- DP24. Active Travel and EVs:** The detailed design should incorporate secure, covered cycle parking, dedicated pedestrian footpaths within the Main Site, and provide opportunities for shared mobility where practicable to encourage a modal shift to sustainable travel. Adequate provision should be made for Electric Vehicle charging infrastructure within the staff parking areas.

Environmental Integration

- DP25. Dark Skies and Ecological Lighting:** To protect local ecology (particularly bats and birds) and navigational safety along the river, a "zero upward light spill" strategy should be applied. Lighting should be directional, using flat-glass luminaires, cowls, or baffles, and tuned to the lowest safe operational lux levels for roadways, walkways and car parks.
- DP26. Acoustic Design at Source:** Inherently noisy infrastructure should incorporate acoustic mitigation at the source where practicable. This may include optimal spatial placement, acoustic louvers, localised screens, or specialised enclosures. The acoustic design should specifically account for noise and vibration impacts on sensitive ecological receptors.
- DP27. CCTV Integration:** Security cameras and related infrastructure should be located at an appropriate height to provide effective coverage distances and avoid interference.

3.4 Quay

- DP28. Navigational Integration:** All new structures at the quay should be designed to safely integrate with the estuarine environment where practicable. They should avoid encroachment into navigable channels and ensure clear sightlines for maritime traffic where practicable.
- DP29. Marine Materiality:** Structures interacting with the watercourse should utilise highly robust, corrosion-resistant materials suitable for harsh estuarine environments where practicable, prioritising

longevity, low maintenance, and resilience to wave action and tidal variations.

- DP30. River Edge Treatment and Scour:** The interface between the quay infrastructure and the riverbed/banks should be assessed and scour protection provided if required and practicable.
- DP31. Post-Operation Retention:** Where practicable the quay should be designed in order to allow for retention and repurposing after the end of the operational period of the Proposed Development while the Main Site itself is decommissioned.

3.5 Connection Corridors and Utility Connections in Wider Site

- DP32. Cable Route Alignment:** The final cable route alignment should seek to minimise the removal of existing established vegetation, avoid sensitive ecological receptors, and respect necessary stand-off distances from existing third-party infrastructure.
- DP33. Pipeline Route Alignment:** The final pipeline route alignment should minimise the removal of existing established vegetation, avoid sensitive ecological receptors, and respect necessary stand-off distances from existing third-party infrastructure where practicable.
- DP34. Crossing Points:** Where corridors cross existing roads, watercourses, or public rights of way, the crossing methods should be designed to minimise disruption and visually integrate with the immediate surroundings where practicable.
- DP35. Operational Access:** Cables and pipelines should be sited to in such a way that does not permanently prohibit access to existing infrastructure on or around the Site, or where there is any interference, alternative access to apparatus should be facilitated. The cables and pipelines should be designed in such a way that enables access for maintenance.
- DP36. Reinstatement:** Following the installation of below-ground linear infrastructure, land should be reinstated to its previous condition and ecological functions restored promptly.

4 Design Code

- 4.1.1 This design code provides a framework for creating healthy, safe, green, environmentally responsive, sustainable and distinctive places, with a high and consistent standard of design. The design code will be worked through as final, detailed design of the Proposed Development are being developed. The design code is based on the characteristics of well-designed places, as set out in the National Design Guide [Ref 2].
- 4.1.2 The detailed design of the Proposed Development will also be checked against the design code before submission for approval pursuant to Requirement 3 of Schedule 2 to the draft DCO, given the design code forms part of this document.
- 4.1.3 The design code is as follows:
- DC1. Context:** Consideration should be given to the on- and off-site context at the time of detailed design, taking into account surrounding uses and users.
 - DC2. Movement:** Consideration should be given to movement within the Site, including in terms of safety and ease of access and legibility within the Site for all users.
 - DC3. Nature:** Consideration should be given to protecting biodiversity and ecology as much as possible and the Proposed Development should provide 'no net loss' with respect to biodiversity.
 - DC4. Built Form:** Consideration should be given to the built form of all aboveground aspects of the Proposed Development. Layouts should be functional but also take opportunities to reduce impacts where possible. Particular consideration should be given to the location and orientation of tall structures.
 - DC5. Identity:** Consideration should be given to the identity of the Proposed Development, taking account of its nature alongside the Site and surrounding context.
 - DC6. Public Space:** It is acknowledged that there are no opportunities for public space within a Control of Major Accident Hazards (COMAH) site. However, consideration should be given to how the Proposed Development may impact public space in the surrounding area.
 - DC7. Use:** Efficient use of the Proposed Development should be a key consideration in the detailed design of the Proposed

Development in order to allow it to efficiently produce SAF.
Surrounding uses and users should also be considered.

- DC8. Buildings:** Consideration should be given to functionality, accessibility and sustainability in the design of buildings.
- DC9. Resources:** Consideration should be given to the sustainability of all aspects of the Proposed Development, including with respect to energy efficiency, environmental standards and the circular economy.
- DC10. Lifespan:** Consideration should be given to ensure efficiency of use throughout the operation of the Proposed Development, while allowing for decommissioning.

References

- Ref 1 Planning Inspectorate (2025) Nationally Significant Infrastructure Projects: Advice on Good Design. Available at: <https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-good-design>
- Ref 2 Ministry of Housing, Communities and Local Government (2021) National Model Design Code. Available online: <https://www.gov.uk/government/publications/national-model-design-code>
- Ref 3 UK Government (2008) Planning Act 2008. Available online: <https://www.legislation.gov.uk/ukpga/2008/29/contents>



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