

The Keadby 3 Low Carbon Gas Power Station Project

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

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

Consultation Report

The Planning Act 2008 – Section 37(3)(c)

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

Applicant: Keadby Generation Limited Date: May 2021



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GLOSSARY

Abbreviation	Description	
2008 Act	The Planning Act 2008	
2017 EIA Regulations or EIA Regulations	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017	
AGI	Above Ground Installation	
AIL	Abnormal Indivisible Load	
APFP Regulations	Prescribed Forms and Procedure Regulations 2009	
The Applicant	Keadby Generation Limited	
BEIS	Business, Energy and Industrial Strategy	
BNG	Biodiversity Net Gain	
BoR	Book of Reference	
CCGT	Combined Cycle Gas Turbine	
CCS Carbon Capture and Storage		
CCUS	Carbon Capture, Usage and Storage	
CEMP	Construction Environmental Management Plan	
Click A click on an ad or button which links to a web landing page.		
СОМАН	Control of Major Accident Hazards	
Consultation bodies A body prescribed under Section 42(a)		
Coronavirus COVID-19		
The Council North Lincolnshire Council		
Covid-19 Coronavirus		
CRT	Canal and River Trust	
CTMP	Construction Traffic Management Plan	
CTR Click-Through Rate		
DCO	Development Consent Order	





Dft	Department for Transport	
DML	District Marine Licence	
Duty to consult	Section 42 of the PA 2008	
Duty to consult local community	Section 47 of the PA 2008	
Duty to publicise Section 48 of the PA 2008		
Duty to take account of responses to consultation and publicity	Section 49 of the PA 2008	
EIA	Environmental Impact Assessment	
ES	Environmental Statement	
FAQs	Frequently Asked Questions	
FRA	Flood Risk Assessment	
HP	High pressure	
HRA	Habitats Regulation Assessment	
The ICZ	The Inner Consultation Zone	
IDB	Internal Drainage Board	
Impression	Digital views or engagements of a piece of content, such as an advertisement.	
LBMEP	Landscaping and Biodiversity Mitigation and Enhancement Plan	
MCA	Maritime and Coastguard Agency	
MMO	Marine Management Organisation	
MW	Megawatts	
NEP	Northern Endurance Partnership	
NLC	North Lincolnshire Council	
NPSs	National Policy Statements	
NRA	Navigational Risk Assessment	
NSIP	Nationally Significant Infrastructure Project	
NTS	Non-Technical Summary	
The OCZ	The Outer Consultation Zone	
The Order	The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order	
OWSI	Outline Written Scheme of Investigation	
PA 2008	Section 37 of the Planning Act 2008	
PCC	Power and Carbon Capture	





PEI	Preliminary Environmental Impact	
PHE	Public Health England	
PINS	Planning Inspectorate	
PSCCS	Proposed Stakeholder and Community Consultation Strategy	
SAC	Special Area of Conservation	
SoCC	Statement of Community Consultation	
SoS	Secretary of State for Business, Energy and Industrial Strategy Energy and Industrial Strategy	
SRN	Strategic Road Network	
SSSI	Site of Special Scientific Interest	
TA	Transport Assessment	
TSRGD	Traffic Signs Regulations and General Directions	
WFD	Water Framework Directive	
ZTV	Zone of Theoretical Visibility	
ZCH	Zero Carbon Humber	







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EXECUTIVE SUMMARY

- 1. This Consultation Report has been prepared by Keadby Generation Limited ('the Applicant'), part of the FTSE-listed SSE plc, in relation to the Keadby 3 Low Carbon Gas Power Station Project ('the Proposed Development').
- 2. The Applicant is seeking development consent for the construction, operation and maintenance of a new low carbon Combined Cycle Gas Turbine (CCGT) Generating Station ('the Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF (the 'Proposed Development Site').
- 3. The Site lies within the administrative boundary of North Lincolnshire Council ('NLC') ('the Council').
- 4. This report forms part of the application ('the Application') for a Development Consent Order (a 'DCO'), to be submitted to the Secretary of State for Business, Energy and Industrial Strategy ('the SoS'), under section 37 of the Planning Act 2008 ('the PA 2008'). This is because a DCO is required for the Proposed Development as it falls within the definition and thresholds for a 'Nationally Significant Infrastructure Project' (a 'NSIP') under Sections 14 and 15(2) of the PA 2008. The DCO, if made by the SoS, would be a form of legislation known as a Statutory Instrument.
- 5. The major infrastructure planning regime under the PA 2008 has an emphasis on pre-application consultation and publicity. Government guidance explains this is designed to ensure a more transparent and efficient examination process. In this way the planning of major infrastructure is a 'front-loaded' process whereby the main features of the proposed development are established through statutory engagement and technical studies before making an application.
- 6. Prior to the submission of an application for a DCO, the promoter must carry out the consultation and publicity activities prescribed by Sections 42, 46, 47 and 48 of the PA 2008, and associated provisions of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 EIA Regulations') and The Applications: Prescribed Forms and Procedure Regulations 2009 ('the APFP Regulations') (as amended) and have regard to government guidance. This includes consulting with the local community; certain prescribed persons and bodies (prescribed by regulations, such as local authorities and technical consultees and affected and potentially affected land interests).
- 7. Section 37 of the PA 2008 requires an application for a DCO to be accompanied by a 'consultation report' explaining how the promoter has complied with the statutory, regulatory and policy requirements. The report must also set out (in accordance with Section 49) how the applicant has had regard to the responses received to the consultation. This document is the consultation report for the purposes of Section 37.





8. This Consultation Report has been prepared in accordance with Section 37 of the PA 2008 and Government Guidance and the Planning Inspectorate's advice and provides information in respect of the Applicant's two-stage pre-application consultation: the Stage 1 'non-statutory' consultation and the Stage 2 'statutory' consultation, in addition to detailed analysis of the responses and feedback.

The Applicant's Consultation Process

- 9. All stages of the Applicant's consultation process took place amidst the COVID-19 ('coronavirus') pandemic, a public health emergency that required the selfisolation of vulnerable sectors of the population, such as the elderly, and distancing measures that limit gatherings and travel. These also had the effect of preventing some, and curtailing most, individuals from accessing deposit documents and public exhibitions, which represent two traditional methods for consultation. Disruption to individuals' daily lives, workplaces and postal services, also had the potential to affect fairness and participation levels, and cause delays or unforeseeable practical difficulties.
- 10. The Applicant took the decision to adopt a two-stage approach to its preapplication consultation. This consisted of a stage of non-statutory consultation (the 'Stage 1 Consultation') which informed the development of the project as well as the methodology of the second stage of statutory consultation (the 'Stage 2 Consultation'), the latter in accordance with the requirements of the PA 2008. Stage 1 Consultation commenced on 22 June 2020 and concluded on 3 August 2020. The Stage 2 Consultation commenced on 24 November 2020 and concluded on 20 January 2021, with different duties carried out between different dates.
- 11. The objective of the Stage 1 Consultation was to introduce the Proposed Development and initial proposals, including the options being considered, whilst the Stage 2 Consultation was to provide an update on, and seek views on more developed proposals and the preliminary findings of the environmental assessment work, and update the local community of the decisions made following the Stage 1 Consultation. The Stage 2 Consultation therefore included a Preliminary Environmental Information ('PEI') assembled in relation to the Proposed Development.
- 12. The Applicant's pre-application consultation process (including the Stage 1 and Stage 2 Consultation) is set out in **Table 1** below.





Table 1: Summary of the Applicant's pre-application consultationprocess

Stage	Overview of Consultation	Timescales
Initial 'non- statutory ¹ ' consultation and engagement	Early engagement with North Lincolnshire Council ('NLC') and the Planning Inspectorate ('PINS').	March 2020
EIA Scoping	Submission of a request for an EIA Scoping Opinion to the SoS and receipt of EIA Scoping Opinion.	Scrooping opinion request submitted to Planning Inspectorate on 15 May 2020. Scoping Opinion issued on (dated) 25 June 2020.
Stage 1 Consultation (non- statutory)	Non-statutory consultation with the local community within the vicinity of the Proposed Development, local authorities, technical consultees, local political representatives, potentially affected land ownership interests and statutory undertakers.	22 June 2020 to 3 August 2020.
Stage 2 Consultation (statutory pursuant to Sections 42, 46, 47 and 48 of the PA 2008)	 Section 42 'Duty to consult': consultation with prescribed consultees, host and other relevant local authorities, potentially affected land ownership interests and non- prescribed consultees. Section 46 'Duty to notify SoS of proposed application': notify the SoS (through PINS) of the Section 42 consultation. Section 47 'Duty to consult local community': consultation in accordance with the 	24 November 2020 to 20 January 2021.

¹The consultation was held at an early stage of the scheme's development, to obtain initial views of consultees, and the approach to consultation was discussed with the host local authorities but not by means of a formal 'Statement of Community Consultation'. See paragraph 13 below.





Stage	Overview of Consultation	Timescales
	 published SoCC, advertised by letter distributed in the local area, press releases, newspapers notices and posters. Section 48 'Duty to publicise' & Environmental Impact Assessment ('EIA') Regulation 13. 	
March 2021 Publicity of the Draft Application (Section 48) and Targeted Re- Consultation (Section 42)	 Section 42 'Duty to consult': consultation with prescribed consultees, host and other relevant local authorities, potentially affected land ownership interests and non- prescribed consultees. Section 48 'Duty to publicise' & Environmental Impact Assessment ('EIA') Regulation 13. 	29 March 2021 to 1 May 2021.

13. The key stages of the pre-application consultation process are summarised in more detail in the remainder of this section.

Initial 'non-statutory' consultation and engagement

14. The Applicant shared the draft Stage 1 Consultation Strategy, with NLC on 3 June 2020, around 2.5 weeks before the start of consultation. No comments were received.

Stage 1 Consultation Strategy

15. For the Stage 1 'non-statutory' consultation, the Applicant developed a Stage 1 Consultation Strategy to define the methods and processes to be following in consulting the local community, local authorities, and technical consultees for the 'Stage 1' consultation. It is explained in detail in **Section 4** of this report. This built upon the Applicant's operational experience in the local area and more widely. Since this consultation was held early in the development of the proposals, to obtain initial views of consultees, the approach to consultation was discussed with the host local authorities but was not formalised by means of 'Statement of Community Consultation' (SoCC) under Section 47 PA 2008². Therefore, the



² Section 47 places a duty on promoters of DCOs to carry out at least one stage of consultation of the 'local community', i.e. those people living within the vicinity of the land to which the application relates. Subsection (1) requires the applicant to



Consultation Strategy is a non-statutory document, but it mirrors statutory requirements and also informed the preparation of the SoCC for the statutory (Stage 2) Consultation).

16. The Stage 1 Consultation Strategy established consultation zones comprising:

- An 'Inner Consultation Zone' ('the ICZ') extending to around 2.5km around the boundary of the Proposed Development, broadly corresponded to the areas within which the Proposed Development could be visually prominent or receive a perceptible increase in noise or traffic.
- An 'Outer Consultation Zone' ('the OCZ') extended to around 10km around the boundary of the Proposed Development and broadly corresponded to the majority of the zone of theoretical visibility estimated for the Proposed Development based on the maximum expected built dimensions of the main items of plant and the stacks. It also corresponded to the area which could (without mitigation) experience air quality, traffic or socioeconomic effects or be interested in but unaffected by the Proposed Development.
- 17. It was considered that the extent of the OCZ and ICZ would ensure that people living in the vicinity of the Site would be adequately consulted. Notwithstanding this, the consultation activities and methods that were employed for the community consultation (e.g., advertising in the regional and local press) ensured that people living well beyond the OCZ were made aware of the Proposed Development.
- The Consultation Strategy sought to establish a robust methodology for the Stage 1 Consultation in all relevant respects, and mirror many of the requirements of Section 47, despite Stage 1 not having statutory status.

Stage 1 (Non-Statutory) Consultation

- 19. The Stage 1 Consultation took place from 22 June to 03 August 2020. It is covered in detail in **Section 5** of this report.
- 20. The local community consultation was communicated through newsletters to properties within the ICZ providing information on the Proposed Development (Appendix 5.2), newspaper advertisements (Appendix 5.3), posters (Appendix 5.4), online advertising (Appendix 5.5), social media (Appendix 5.6), a dedicated project website and a virtual public exhibition intended to recreate the public exhibition experience in a 'distanced' version of how the public would ordinarily be able to consider the proposals.
- 21. Local political representatives, such as Councillors, Parish Councils, and the local Member of Parliament, were also consulted.



prepare a Statement of Community Consultation (SoCC) setting out how it proposes to consult people living within the vicinity of the land to which the application relates.



- 22. The virtual public exhibition was live from the 25 June 2020 until the end of the Stage 1 Consultation period. The virtual public exhibition featured consultation materials including the project newsletter, information banners, Frequently Asked Questions ('FAQs'), site location plan, site layout plan, newspaper advert and SSE's 'Greenprint for building a cleaner, more resilient economy'.
- 23. The virtual public exhibition also contained a live chat feature which the Applicant's staff and technical consultants would host at named times on named dates. Users were able to ask questions directly to project team members and receive answers in the same session, or they could log a 'ticket' and receive a direct response, if an email address was provided. The live chat feature was staffed on four dates.

The Statement of Community Consultation

- 24. Section 47 places a duty on applicants for a DCO to consult the 'local community', i.e., those people living within the vicinity of the land to which the application relates. Subsection (1) requires the applicant to prepare a Statement of Community Consultation ('SoCC') setting out how it proposes to consult people living within the vicinity of the land to which the application relates.
- 25. Following the Stage 1 consultation the Applicant used feedback from this Stage and the Stage 1 Consultation Strategy to develop the Statement of Community Consultation ('SoCC') under Section 47 PA 2008 (included at **Appendix 7.6**). The SoCC is a statutory document which is used to define the methods and processes to be undertaken in consulting the public, local authorities, and technical consultees for the 'Stage 2' consultation. The development of the SoCC is covered in Section 7 of this report.
- 26. The host local authority, NLC, was initially consulted on a summary of the proposed consultation methods on 24 September 2020 and returned no comments. The Applicant then issued an initial draft of the SoCC to NLC, pursuant to Section 47, on 13 October 2020 and a reminder email on 5 November 2020 but again no comments were received.

Stage 2 (Statutory) Consultation

27. The Stage 2 Consultation took place between November 2020 and January 2021. It is covered in Chapter 8 to 12. Each strand (i.e., Section 42, Section 47, and Section 48) was carried out broadly in parallel but the specific dates are described under each subheading below along with a summary account of the activities carried out.

Section 42 'Duty to consult' (covered in Section 9 of this report)

28. Section 42 of the PA 2008 requires the applicant to consult prescribed persons, relevant local authorities, and affected and potentially affected land ownership interests (the 'Section 42 Consultees'). The Section 42 consultation overlapped with the Section 47 consultation as part of the Stage 2 Consultation.





- 29. Due to the coronavirus pandemic that was ongoing during Stage 2 Consultation the Applicant sought to avoid posting physical information wherever possible. Several weeks prior to the Section 42 consultation the Applicant made email contact where possible with all relevant consultees requesting that they confirm or provide an email address for electronic service of notices related to Keadby 3 in accordance with Section 229 of the PA 2008. This email was sent on 20 October 2020 and asked for confirmation by 03 November 2020. A similar exercise was carried out to confirm email addresses with land ownership interests.
- 30. The Section 42 Consultees were sent correspondence by e-mail, postal letter, or both, on or around 23-24 November 2020. Correspondence was accompanied by a Location Plan, a Section 48 Notice, and a USB stick or fileshare link containing the Preliminary Environmental Impact ('PEI') Report and related non-technical summary. Example letters and an example email are included at **Appendix 9.3** and **Appendix 9.4**, respectively.
- 31. The letters explained why each consultee was being consulted, provided background information on the Proposed Development, summarised its main components and invited comments and feedback to be submitted before 5pm on 20 January 2021. The total period of consultation (56 days) exceeded the minimum period (28 days from the day after the day of receipt of the consultation documents) required pursuant to Section 45 of the PA 2008.
- 32. Section 42 Consultees were identified in accordance with the following legislative requirements and other key considerations:
 - Section 42 of the PA 2008;
 - Section 43 of the PA 2008 'Local authorities for the purposes of section 42(1)(b)';
 - Section 44 of the PA 2008 'Categories for the purposes of section 42(1)(d)';
 - Schedule 1 of the APFP Regulations containing the 'prescribed consultees' list; and
 - Applying the relevance and circumstances tests, reviewing local authority boundaries, and identifying land ownership interests within and adjacent to the Site.
- 33. The Applicant appointed land referencing agents to assist in identifying land ownership and other interests and to compile a 'Book of Reference' ('BoR'). Where there was uncertainty or doubt as to whether or not to include a person or body in the consultation, the Applicant erred on the side of caution and consulted them.
- 34. In addition to the Section 42 consultees, the Applicant also consulted a number of other consultees (known in this document as 'non-prescribed consultees') who notwithstanding the lack of a statutory requirement it was considered relevant and appropriate to consult. These non-prescribed consultees included persons





identified prior to the statutory consultation on the Proposed Development that it was considered appropriate to consult as they may be interested in the Proposed Development.

35. In total responses to the consultation carried out pursuant to Section 42 were received from 41 different consultees. Of the responses received, some 24 raised specific comments/issues related to the Proposed Development or requested further information, with the remainder either confirming that the consultee had no comments to make or acknowledging receipt of the consultation letter and documents, including automated responses.

Section 46 'Duty to notify Secretary of State of proposed application' (covered in Section 10 of this report)

- 36. Section 46 of the PA 2008 requires the applicant to notify the SoS (through the Planning Inspectorate) of the Section 42 consultation (the Stage 2 Consultation). This must be done either before or at the same time as commencing the Section 42 consultation and the SoS must be provided with the same information that is to be provided to the Section 42 consultees.
- 37. In accordance with Section 46 of the PA 2008, the Applicant notified the Planning Inspectorate by email on the 23 November 2020 respectively, at the same time as the Section 42 Consultation (included at **Appendix 10.1**). E-mail service was used in common with the majority of S42 consultation letters. The letter was accompanied by sample letters (PDFs) used for each type of Section 42 consultee, the secure fileshare link used for e-mail service, and the Location Plan and Section 48 notice PDF attachments that were to be sent in the e-mail service. The Applicant received receipt of the Section 46 notification by email on 1 December 2020 and by letter on 2 December 2020 (sent by e-mail). A copy of the Planning Inspectorate letter is provided at **Appendix 10.2**.

Section 47 'Duty to consult local community' (covered in Section 11 of this report)

- 38. The consultation was communicated through similar methods to those used for the Stage 1 Consultation, including letters to local residents and businesses (providing information on the Proposed Development), posters and newspaper notices, virtual exhibition (Including Digital Non-Technical Summary ('NTS') of the PEI Report), and project website; in accordance with the (now published) SoCC.
- 39. The consultation ran from 24 November 2020 to 20 January 2021, running for 56 days and therefore exceeding the statutory minimum period of 28 days.
- 40. A consultation newsletter was posted to 4,584 residential and business addresses within the ICZ on 19 November. The newsletters came in a package that included a freepost envelope, a feedback form, an overview of the NSIP process and an information sheet on Zero Carbon Humber, a partnership to build the world's first net zero industrial cluster and decarbonize an area of the North of England. An example newsletter along with photographs of the full package included with it are





included at **Appendix 11.1**. Other methods of advertising the consultation included newspapers, online advertisements, social media, public notices, and a press release.

- 41. As with Stage 1 Consultation, a Virtual Public Exhibition was used in lieu of physical public exhibitions. The virtual public exhibition featured a welcome video describing the Proposed Development and how to use the exhibition, a virtual desk with links to key information such as the PEI Report (along with the digital NTS) and Location Plan, consultation boards, information on webinars, a video showing drone footage of the Site and a visualisation of the Proposed Development based on maximum dimensions, and an area for users to submit their feedback on the proposals.
- 42. Public webinars were used in place of the live webchat feature that was previously used during Stage 1 Consultation. Six webinars were held during the consultation period, 4 in December 2020 and 2 in January 2021, details of which were advertised in the community mail out and newspaper notices. The webinars allowed anyone to join via a link to Microsoft Teams, which could also be accessed in any internet browser, each webinar would consist of a presentation on the Keadby 3 Project followed by an opportunity for attendees to ask questions and provide comments.
- 43. As with Stage 1 Consultation, emails were sent to local political representatives including local councillors, parish councillors and relevant Members of Parliament.
- 44. Website analytics showed that a total of 1,384 users visited the Virtual Exhibition during the course of the consultation, resulting in a total of 6,254 page views. A total of 38 respondents filled in online or physical feedback forms.

Section 48 'Duty to publicise' (covered in Section 12 of this report)

- 45. As part of the Stage 2 Consultation (and timed to coincide with the start of the Section 47 and the Section 42 consultation) the Applicant also published a notice in accordance with Section 48 of the PA 2008 and Regulation 4 of the APFP Regulations. This involved publishing a notice in:
 - The Daily Telegraph (20 November 2020);
 - The London Gazette (23 November 2020);
 - Lloyd's List (23 November 2020);
 - Fishing News (26 November 2020); and
 - Scunthorpe Telegraph (19 and 26 November 2020).
- 46. The notice provided details of the Proposed Development and advised how the consultation documents could be accessed, as well as providing a deadline for receipt of comments, which was 20 January 2021.





47. Section 48 Notices were also erected along with Location Plans at 6 locations, as set out in **Appendix 11.7**, around the site boundary in November 2020 and monitored weekly.

Targeted Re-Consultation

- 48. A targeted re-consultation was carried out following Stage 2 Consultation, in accordance with Section 42 'Duty to Consult' of the PA 2008. The re-consultation was carried out due to small changes to the order limits and only consulted those considered to be interested in the changes. The targeted re-consultation took place from 29 March 2021 to 01 May 2021.
- 49. The Section 42 targeted re-consultation involved the Applicant consulting the 'Prescribed Persons', the relevant local authorities under Section 32, persons and landownership interests. Consistent with the Applicant's objective to consult widely on the Proposed Development, a number of non-prescribed persons were also consulted. This included a number of airports and air ambulance services in the local area who had been identified by the Civil Aviation Authority as potentially interested in the Proposed Development during the Stage 2 Consultation.
- 50. The Section 42 Consultees were sent correspondence by e-mail, postal letter, or both, on or around 29 – 31 March 2021. Correspondence was accompanied by a Location Plan, a Section 48 Notice, and a USB stick or fileshare link containing the PEI Addendum Report.
- 51. The letter explained why each consultee was being re-consulted, provided an overview of the changes made to the Proposed Development since the Stage 2 Consultation and invited comments and feedback to be submitted before 01 May 2021. The total period of consultation exceeded the minimum period (28 days from the day after the day of receipt of the consultation documents) required pursuant to Section 45. Example letter types can be found at **Appendix 13.4**.
- 52. In total of 15 consultees responded to the Section 42 targeted re-consultation. Of those responses received, approximately 9 raised specific comments/issues on the Proposed Development (including signposting to earlier consultation responses) or requested further information, with the remainder either confirming that the consultee had no comments to make, merely acknowledging receipt of the consultation letter and documents and in some cases updating contact information.

Section 49 'Duty to take account of responses to consultation and publicity' (covered in Section 13 of this report)

- 53. Section 49 of the PA 2008 requires applicants to have regard to any relevant responses received to the consultation and publicity carried out in accordance with Sections 42, 47 and 48 PA 2008. It is covered in detail at Section 16 of this report.
- 54. A relevant response for the purposes of Section 49 is a response received by an applicant before the deadlines set in relation to the Section 42, 47 and 48.





Notwithstanding this, the Applicant considered any responses received after the stated Stage 2 Consultation deadline and gave them equal weight to those received before the deadline.

- 55. The issues raised by the local community at Stage 2 Consultation were, for the most part, similar to those raised in response to Stage 1 Consultation, although some were more specific and focused due to the more detailed information provided by the Applicant at Stage 2. Issues raised by the technical consultees, land ownership interests, statutory undertakers, local authorities, and non-prescribed consultees tended to relate to design and technical aspects of the Proposed Development, and the scope of the environmental and other assessments being carried out to support the Application.
- 56. Tables **16.1 (16.1a, 16.1b and 16.1c)**, **16.2** and **16.4** at **Section 16** provide a summary of the issues/comments raised at Stage 2 and how the Applicant has had regard to these. **Table 16.3** provides a summary of the issues/comments raised during the targeted re-consultation. The tables also confirm the changes that the Applicant has made to the Proposed Development and Application as a result of the consultation, and this is also summarised in Table 2 below.

Table 2: Summary of changes made to the Proposed Development andApplication as a result of consultation.

Change Made	Consultation Response of Relevance
Additional design work was undertaken to evaluate and refine emissions to air and stack heights.	Question 3 of Stage 2 Community Consultation.
The A18 entrance was retained as part of the Proposed Development and some of the other transport suggestions were incorporated.	Question 4 of Stage 2 Community Consultation.
Control introduced regarding final layout in relation to the HSE consultation zone. ES references relevant hazardous substances.	Health and Safety Executive, 03/12/20
The dedicated emergency access has been developed further in terms of its design and land requirements.	Humberside Fire and Rescue Service, 15/12/20
More precise wording in Schedule 2. The requested non statutory consultees were consulted by the Applicant under Section 42 in March 2021.	Civil Aviation Authority, 15/12/20
Definition of works within work 10B clarified and do not allow piling/strengthening. Information about weight of vehicles using North Pilfrey Bridge included in application documentation.CRT protective	Canal and River Trust, 07/01/21





Change Made	Consultation Response of Relevance
provisions reflected in Draft DCO (Application Document Ref. 2.1).	
ES Chapter 18 (Major Accidents) (Application Document Ref. 6.2.18) refers to the emergency response arrangements	Northern Lincolnshire and Goole NHS Foundation Trust, 19/01/21
National Grid Protective Provisions will be reflected in the Draft DCO (Application Document Ref. 2.1).	Cadent and National Grid, 19/01/21
The Applicant has refined construction laydown areas and the Order Limits (Application Document Ref. 6.4.2) to remove an area of Northern Powergrid land.	Northern Powergrid, 19/01/21
Additional information has been included in the ES in Chapters 3 (The Site and Surrounding Area) (Application Document Ref. 6.2.3), 5 (Construction Programme and Management) (Application Document Ref. 6.2.5), 9 (Noise and Vibration) (Application Document Ref. 6.2.9) and Appendix 9A: Construction Noise Appendix (Application Document Ref. 6.3.8), 10 - Traffic and Transportation (Application Document Ref. 6.2.10), 14 (Landscape and Visual Amenity) (Application Document Ref. 6.2.14), 15 (Cultural heritage) (Application Document Ref. 6.2.15) and 16 (Socio-economics) (Application Document Ref. 6.2.16).	Public Health England, 19/01/21
Additional detail regarding the nature, extent and duration of works within the marine environment has been provided within the ES. The marine works proposed in Schedule 1 of the draft DCO (Application Document Ref. 2.1), and the construction information in Chapter 5 of the ES (Application Document Ref. 6.2.5), have been defined more clearly/narrowly. An assessment of potential impacts arising from piling and underwater noise effects has been carried out.	Marine Management Organisation, 20/01/21
A Navigational Risk Assessment has been carried out and the results are discussed in ES Chapter 12 (Application Document Ref. 6.2.12). In line with the Maritime and Coastguard Agency's ('MCA') recommendations, consultation with a range of relevant marine stakeholders is included.	Maritime and Coastguard Agency, 20/01/21
Breach modelling has been carried out and updated design flood levels and proposals for raising critical	Environment Agency, 20/01/21





Change Made	Consultation Response of Relevance
infrastructure have been proposed within an updated draft FRA. The breach model and the updated Flood Risk Assessment ('FRA') (Application Document Ref. 6.3.20) have been provided to EA in advance of the submission of the DCO Application for technical comment.	
A Navigational Risk Assessment has been carried out and the results are discussed in ES Chapter 12 (Application Document Ref. 6.2.12). In line with the Trinity House's recommendations, consultation with a range of relevant marine stakeholders is included.	Trinity House, 20/01/21
AIL strategy within the submitted CTMP (Application Document Ref. 7.2) identifies Network Rail assets, and proposed/alternative vehicle routeing that takes account of the loading capacity of assets.	Network Rail, 20/01/21
Vazon Bridge House has been added as a receptor for the construction and operational assessments. A framework Construction Environmental Management Plan ('CEMP') (Application Document Ref. 7.1) has been developed covering all the aspects raised by NLC. Additional land for biodiversity provision has been identified in Work 11A and the Landscaping and Biodiversity Management and Enhancement Plan ('LBMEP') (Application Document Ref. 5.10), in order to deliver greater enhancement. Control over the positioning and size of the gatehouse and its setback from the A18 has been provided in works plans and Schedule 12 of the Draft DCO (Application Document Ref. 2.1).	North Lincolnshire Council, 20/01/21
Additional land for biodiversity provision has been identified in Work 11A and the LBMEP (Application Document Ref. 5.10), in order to deliver greater enhancement.	Lincolnshire Wildlife Trust, 20/01/21
Internal Drainage Board ('IDB') ditches are not subject to planning proposals within the LBMEP (Application Document Ref. 5.10).	Isle of Axholme and North Notts Water Level Management Board, 20/01/21
Timing of cofferdam installation/removal clarified within ES Chapter 5 (Construction Programme and Management) (Application Document Ref. 6.2.5) and design of the cofferdam will minimise changes in	Natural England, 20/01/21





Change Made	Consultation Response of Relevance
riverbed, bank erosion and toe scour, with further mitigation secured via the Deemed Marine Licence method statement conditions. The Habitat Regulations Assessment ('HRA') considers potential effects on lamprey (Application Document Ref. 5.12).	
The supplied critical level for ammonia has been applied to the relevant sites in the environmental impact assessment and habitats regulations screening.	Natural England, 20/01/21
AIL strategy within the submitted CTMP (Application Document Ref. 7.2) identifies Network Rail assets, and proposed/alternative vehicle routeing that takes account of the loading capacity of assets.	Network Rail, 23/04/21

EIA Related Development (covered in Section 17 of this report)

- 57.Besides the Stage 1 and Stage 2 Consultations, the Applicant carried out a number of EIA related consultation activities. These are covered in detail at Section 14 of this report. The EIA consultation included the following:
 - Notifying the Planning Inspectorate of the Applicant's intention to carry out an EIA; applying to the Planning Inspectorate for a Scoping Opinion as to the topics to be covered by the EIA.
 - Consultation with technical consultees regarding the preparation of the PEI Report.
 - Notifying consultation bodies in accordance with the Regulation 13 of the 2017 EIA Regulations.
 - Consultation with technical consultees on the draft chapters or appendices of the Environmental Statement ('ES') or relevant plans to accompany the DCO.
- 58. On 15 May 2020, the Applicant submitted the EIA Scoping Report to the Planning Inspectorate. The Scoping Report provided formal notification under Regulation 8(1)(b) of the 2017 EIA Regulations of the Applicant's intention to undertake an EIA for the Proposed Development and to produce an ES documenting the findings of this. The Scoping Report also formally requested a Scoping Opinion pursuant to Regulation 10 of the EIA Regulations.
- 59. A Scoping Opinion was issued by the Planning Inspectorate on 25 June 2020. This was accompanied by the responses received from the relevant consultation





bodies. The Scoping Opinion confirmed that the SoS was broadly satisfied with the suggested approach and topics covered by the EIA but drew the Applicant's attention to a number of general points as well as points made in respect of specific topic areas. The Applicant has also had regard to late scoping responses.

- 60. PEI is defined in the 2017 EIA Regulations as "information ... which (a) has been compiled by the applicant; and (b) is reasonably required to assess the environmental effects of the development (and of any associated development)". The EIA Scoping Opinion provided by the Planning Inspectorate (and the comments received from the scoping consultees) was used to inform the Applicant's preparation of a PEI Report. The preparation of the PEI Report was also informed by further dialogue between the Applicant's environmental consultees.
- 61. The finalised PEI Report was issued for the Stage 2 Consultation by SSE Generation Limited and effectively represented a draft ES, acknowledging where further work was required in order to assess likely significant effects.
- 62. In November 2020, in accordance with EIA Regulation 13 'Pre-application publicity under Section 48 ('Duty to publicise'), the relevant 'consultation bodies' were sent a copy of the Section 48 Notice and accompanying letter. This also formed part of Stage 2 Consultation. The relevant consultation bodies were also sent a copy of a new Section 48 Notice in March 2021 alongside the targeted re-consultation.
- 63. Following the Stage 2 Consultation, the Applicant's environmental consultants continued to engage with the host local authorities and key technical consultees in respect of the preparation and finalisation of the ES to be submitted as part of the Application.
- 64. Each of the ES topic chapters includes a table summarising the consultation that has taken place with consultees and how their comments have been taken into account in the final ES chapters (Application Document Ref. 6.2) and appendices (Application Document Ref. 6.3).

Next Steps

- 65. The Applicant is committed to continued engagement with the local community, host local authorities, and other key stakeholders following the submission of the Application and throughout the construction, operation and decommissioning of the Proposed Development, should the DCO be made.
- 66. The Applicant will issue press releases and correspondence and provide updates on the project website. Contact will also be maintained with the host local authorities and key stakeholders. In addition, there are certain statutory notification and publicity requirements that the Applicant will need to fulfil following the acceptance of the Application that will provide people with a further opportunity to comment.







67. In May 2021 NLC provided the Applicant with its written opinion that the SoCC used appropriate methods and that the various consultations carried out were legally adequate and acceptable. This letter is enclosed at **Appendix 18.1**.







1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Consultation Report has been prepared by DWD on behalf of Keadby Generation Ltd (the 'Applicant') which is a wholly owned subsidiary of SSE plc. It forms part of the application (the 'Application') for a Development Consent Order (a 'DCO') that has been submitted to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy, under section 37 of 'The Planning Act 2008' (the '2008 Act').
- 1.1.2 The Applicant is seeking development consent for the construction, operation and maintenance of a new low carbon Combined Cycle Gas Turbine (CCGT) Generating Station ('the Proposed Development') on land at, and in the vicinity of, the existing Keadby Power Station, Trentside, Keadby, Scunthorpe DN17 3EF (the 'Proposed Development Site').
- 1.1.3 The Proposed Development is a new electricity generating station of up to 910 megawatts (MW) gross electrical output, equipped with carbon capture and compression plant and fuelled by natural gas, on land to the west of Keadby 1 Power Station and the (under construction) Keadby 2 Power Station, including connections for cooling water, electrical, gas and utilities, construction laydown areas and other associated development. It is described in **Chapter 4:** The Proposed Development of the Environmental Statement (ES) (ES Volume I **Application Document Ref. No. 6.2**).
- 1.1.4 The Proposed Development falls within the definition of a 'Nationally Significant Infrastructure Project' (NSIP) under Section 14(1)(a) and Sections 15(1) and (2) of the 2008 Act, as it is an onshore generating station in England that would have a generating capacity greater than 50MW electrical output (50MWe). As such, a DCO application is required to authorise the Proposed Development in accordance with Section 31 of the 2008 Act.
- 1.1.5 The DCO, if made by the SoS, would be known as 'The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order' ('the Order').

1.2 The Applicant

1.2.1 The Applicant, Keadby Generation Limited, is the freehold owner of a large part of the Proposed Development Site and is a wholly owned subsidiary of the FTSE 100-listed SSE plc, one of the UK's largest and broadest-based energy companies, and the country's leading developer of renewable energy generation. Over the last 20 years, SSE plc has invested over £20bn to deliver industry-leading offshore wind, onshore wind, CCGT, energy from waste, biomass, energy networks and gas storage projects. The Applicant owns and operates the adjacent Keadby 1 Power Station and is in the process of constructing Keadby 2 Power Station. SSE operates the Keadby Windfarm which lies to the north and south of the Proposed Development Site and





generates renewable energy from 34 turbines, with a total installed generation capacity of 68MW.

- 1.2.2 SSE has produced a 'Greenprint' document (SSE plc, 2020a) that sets out a clear commitment to investment in low carbon power infrastructure, working with government and other stakeholders to create a net zero power system by 2040. This includes investment in flexible sources of electricity generation and storage for times of low renewable output which will complement other renewable generating sources, using low carbon fuels and/ or capturing and storing carbon emissions. SSE is working with leading organisations across the UK to accelerate the development of carbon capture, usage and storage ('CCUS') clusters, including Equinor and National Grid Carbon.
- 1.2.3 The design of the Proposed Development demonstrates this commitment. The Proposed Development will be built with a clear route to decarbonisation, being equipped with post-combustion carbon capture technology, consistent with SSE's commitment to reduce the carbon intensity of electricity generated by 60% by 2030, compared to 2018 levels (SSE plc, 2020b). It is intended that the Proposed Development will connect to infrastructure that will be delivered by the Zero Carbon Humber (ZCH) Partnership³ and Northern Endurance Partnership (NEP)⁴ for the transport and offshore geological storage of carbon dioxide.

1.3 What is Carbon Capture, Usage and Storage?

1.3.1 CCUS is a process that removes carbon dioxide emissions at source, for example emissions from a power station or industrial installation, and then compresses the carbon dioxide so that it can be safely transported to secure underground geological storage sites. It is then injected into layers of solid rock filled with interconnected pores where the carbon dioxide becomes trapped and locked in place, preventing it from being released into the atmosphere. Plate 1 shows what is involved in the process.



³ <u>https://www.zerocarbonhumber.co.uk/the-vision/</u>

⁴ <u>https://www.zerocarbonhumber.co.uk/news/northern-endurance-partnership/</u>



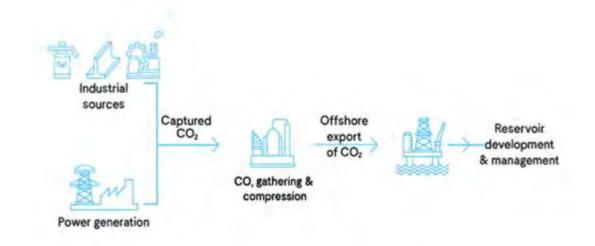


Plate 1: Schematic illustration of carbon capture, usage and storage

- 1.3.2 The technologies used in CCUS are proven and have been used safely across the world for many years. Geological storage sites are located far underground and are subject to stringent tests to ensure that they are geologically suitable. It is expected that the storage sites will be located offshore, in areas such as the North Sea. The NEP has been formed to develop the offshore infrastructure to transport and store carbon dioxide emissions in the North Sea.
- 1.3.3 CCUS is crucial to reducing carbon dioxide emissions and combatting global warming. The UK Government has committed to achieving Net Zero in terms of greenhouse gas emissions by 2050. This is a legally binding target. UK Government policy further states that the 'deployment of power CCUS projects will play a key role in the decarbonisation of the electricity system at low cost' (HM Government, 2020a, page 47).
- 1.3.4 The Proposed Development will provide up to 910MWe (gross) of dispatchable capacity and capture some 2 million tonnes of carbon dioxide per annum, dependent upon the turbine equipment chosen and the running hours of the plant. The Proposed Development could be up and running by the mid-2020s and will facilitate the timely development of a major CCUS cluster in the Humber region, making an important contribution towards the achievement of Net Zero by 2050.

1.4 The Proposed Development

- 1.4.1 The Proposed Development will work by capturing carbon dioxide emissions from the gas-fired power station and connecting into the ZCH Partnership export pipeline and gathering network for onward transport to the Endurance saline aquifer under the North Sea.
- 1.4.2 The Proposed Development would comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated





buildings, structures and plant and other associated development defined in the Schedule 1 of the draft DCO (**Application Document Ref. No. 2.1**) as Work No. 1 - 11 and shown on the Works Plans (**Application Document Ref. No. 4.3**).

- 1.4.3 At this stage, the final technology selection cannot yet be made as it will be determined by various technical and economic considerations and will be influenced by future UK Government policy and regulation. The design of the Proposed Development therefore incorporates a necessary degree of flexibility to allow for the future selection of the preferred technology in the light of prevailing policy, regulatory and market conditions once a DCO is made.
- 1.4.4 The Proposed Development will include:
 - a carbon capture equipped electricity generating station including a CCGT plant (Work No. 1A) with integrated cooling infrastructure (Work No. 1B), and carbon dioxide capture plant (CCP) including conditioning and compression equipment, carbon dioxide absorption unit(s) and stack(s) (Work No. 1C), natural gas receiving facility (Work No. 1D), supporting uses including control room, workshops, stores, raw and demineralised water tanks and permanent laydown area (Work No. 1E), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services (all located in the area referred to as the 'Proposed Power and Carbon Capture (PCC) Site' and which together form Work No. 1);
 - natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for National Grid Gas's apparatus (Work No. 2A) and the Applicant's apparatus (Work No. 2B) (the 'Gas Connection Corridor');
 - electrical connection works to and from the existing National Grid 400kV Substation for the export of electricity (Work No. 3A) (the 'Electrical Connection Area to National Grid 400kV Substation');
 - electrical connection works to and from the existing Northern Powergrid 132kV Substation for the supply of electricity at up to 132kV to the Proposed PCC Site, and associated plant and equipment (Work No. 3B) (the 'Potential Electrical Connection to Northern Powergrid 132kV Substation');
 - Water Connection Corridors to provide cooling and make-up water including:
 - underground and/ or overground water supply pipeline(s) and intake structures within the Stainforth and Keadby Canal, including temporary cofferdam (Work No. 4A) (the 'Canal Water Abstraction Option');





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

- 1.4.5 The Applicant will be responsible for the construction, operation (including maintenance) and eventual decommissioning of the Proposed Development, with the exception of the National Grid Gas compound works (Work No. 2A), the works within the National Grid Electricity Transmission 400kV substation (part of Work No. 3A), the works within the Northern Powergrid 132kV substation (part of Work No. 3B), and the National Grid Carbon compound works (Work No. 7B), which will be the responsibility of those named beneficiaries.
- 1.4.6 The Proposed Development includes the equipment required for the capture and compression of carbon dioxide emissions from the generating station so that it is capable of being transported off-site. ZCH Partnership will be responsible for the construction, operation and decommissioning of the carbon dioxide gathering network linking onshore power and industrial facilities including the Proposed Development in the Humber Region. The carbon dioxide export pipeline does not, therefore, form part of the Proposed Development and is not included in the Application but will be the subject of separate consent applications by third parties, such as the Humber Low Carbon Pipeline DCO Project by National Grid Carbon.
- 1.4.7 The Proposed Development will operate 24 hours per day, 7 days per week with programmed offline periods for maintenance. It is anticipated that in the event of CCP maintenance outages, for example, it will may be necessary to operate the Proposed Development without carbon capture, with exhaust gases from the CCGT being routed via the Heat Recovery Steam Generator (HRSG) stack.
- 1.4.8 Various types of associated and ancillary development further required in connection with and subsidiary to the above works are detailed in Schedule 1 'Authorised Development' of the draft DCO (Application Document Ref. 2.1). This along with Chapter 4: The Proposed Development in the ES Volume I (Application Document Ref. 6.2) provides further description of the Proposed Development. The areas within which each numbered Work (component) of the Proposed Development are to be built are defined by the coloured and hatched areas on the Works Plans (Application Document Ref. 4.3).

1.5 The Proposed Development Site

1.5.1 The Proposed Development Site (the 'Order Limits') is located within and near to the existing Keadby Power Station site near Scunthorpe, Lincolnshire and lies within the administrative boundary of North Lincolnshire Council (NLC). The majority of land is within the ownership or control of the Applicant (or SSE





associated companies) and is centred on national grid reference 482351, 411796.

- 1.5.2 The existing Keadby Power Station site currently encompasses the operational Keadby 1 and (under construction) Keadby 2 Power Station sites, including the Keadby 2 Power Station Carbon Capture and Readiness reserve space.
- 1.5.3 The Proposed Development Site encompasses an area of approximately 69.4 hectares (ha). This includes an area of approximately 18.7ha to the west of Keadby 2 Power Station in which the generating station (CCGT plant, cooling infrastructure and CCP) and gas connection will be developed (the Proposed PCC Site).
- 1.5.4 The Proposed Development Site includes other areas including:
 - Previously developed land, along with gas, towns water and other connections, and access routes, within the Keadby Power Station site;
 - the National Grid 400kV Substation located directly adjacent to the Proposed PCC Site, through which electricity generated by the Proposed Development will be exported;
 - Emergency Vehicle Access Road and Potential Electrical Connection to Northern Powergrid Substation, the routes of which utilise an existing farm access track towards Chapel Lane and land within the existing Northern Powergrid substation on Chapel Lane;
 - Water Connection Corridors:
 - Canal Water Abstraction Option which includes land within the existing Keadby Power Station site with an intake adjacent to the Keadby 2 Power Station intake and pumping station and interconnecting pipework;
 - River Water Abstraction Option which includes a corridor that spans Trent Road and encompasses the existing Keadby Power Station pumping station, below ground cooling water pipework, and infrastructure within the River Trent; and
 - a Water Discharge Corridor which includes an existing discharge pipeline and outfall to the River Trent and follows a route of an existing easement for Keadby 1 Power Station;
 - an existing river wharf at Railway Wharf (the Waterborne Transport Offloading Area) and existing temporary haul road into the into the existing Keadby 1 Power Station Site (the 'Additional Abnormal Indivisible Load (AIL) Route');
 - a number of temporary Construction Laydown Areas on previously developed land and adjoining agricultural land; and





- land at the A18 Junction and an existing site access road, including two
 existing private bridge crossing of the Hatfield Waste Drain lying west of
 Pilfrey Farm (the western of which is known as Mabey Bridge, to be
 replaced, and the eastern of which is termed Skew Bridge) and an existing
 temporary gatehouse, to be replaced in permanent form.
- 1.5.5 In the vicinity of the Proposed Development Site the River Trent is tidal, therefore parts of the Proposed Development Site are within the UK marine area. No harbour works are proposed.
- 1.5.6 Further description of the Proposed Development Site and its surroundings is provided in **Chapter 3:** The Site and Surrounding Area in ES Volume I (**Application Document Ref. 6.2**).

1.6 The Development Consent Process

- 1.6.1 As a NSIP project, the Applicant is required to obtain a DCO to construct, operate and maintain the generating station, under Section 31 of the 2008 Act. Sections 42 to 48 of the 2008 Act govern the consultation that the promoter must carry out before submitting an application for a DCO and Section 37 of the 2008 Act governs the form, content and accompanying documents that are required as part of a DCO application. These requirements are implemented through the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) ('APFP Regulations') which state that an application must be accompanied by an ES, where a development is considered to be 'EIA development' under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).
- 1.6.2 An application for development consent for the Proposed Development has been submitted to the Planning Inspectorate (PINS) acting on behalf of the Secretary of State. Subject to the Application being accepted (which will be decided within a period of 28 days following receipt of the Application), PINS will then examine it and make a recommendation to the Secretary of State, who will then decide whether to make (grant) the DCO.

1.7 The Purpose and Structure of this Document

- 1.7.1 The purpose of this document is to meet the requirements of Section 37(3)(c) of the PA 2008 which requires an application for a DCO to be accompanied by a 'consultation report'. Section 37(7) confirms that a consultation report means a report giving details of:
 - what has been done by the promoter to comply with Sections 42 ('Duty to consult'), 47 ('Duty to consult local community') and 48 ('Duty to publicise') of the PA 2008;
 - any 'relevant responses' to the consultation under Sections 42, 47 and 48; and





- the account taken by the promoter of any relevant responses as required by Section 49 ('Duty to take account of responses to consultation and publicity') in developing the application from proposed to final form.
- 1.7.2 This Consultation Report provides an account of the statutory consultation undertaken by SSE Generation Limited in respect of the Proposed Development in accordance with the requirements of Section 37 as well as the non-statutory consultation carried out earlier in the Project's development, which informed the scheme's development and the methodology of the subsequent statutory consultation. This report describes the approach that has been taken, the methods and activities employed, and the timescales and deadlines set for all pre-application consultation and publicity. The Consultation Report also details the responses that have been received to the consultation and sets out how these have been taken into account by SSE Generation Limited.
- 1.7.3 The Consultation Report has, where possible, been structured chronologically and has also taken account of the guidance set out in the Planning Inspectorate Advice Note 14 'Compiling the consultation report'⁵. The structure of this Consultation Report is set out in Table 1.1 below.

Section	Title	Overview
Section 2	Legislative Context and Relevant Guidance	Provides a summary of the legislative requirements of the PA 2008 and relevant regulations (including APFP Regulations (as amended) and the 2017 EIA Regulations).
Section 3	SSE's Approach to Consultation	Describes the approach taken by SSE to the pre- application consultation on the Proposed Development.
Section 4	Stage 1 Consultation Strategy	Describes the approach taken by SSE Generation Limited in the preparation of the Stage 1 Consultation Strategy, including measures taken to counter the effect of Coronavirus on consultation.
Section 5	Stage 1 Consultation	Describes the Stage 1 ('non-statutory') Consultation that was undertaken by SSE Generation Limited to introduce the Proposed Development and the options being considered to the local community, the relevant local authorities, technical consultees and potentially affected landowners, amongst others.

Table 1.1: Consultation Report Structure

⁵ Advice Note Fourteen: Compiling the Consultation Report, the Planning Inspectorate (version 3, 2021)





Section	Title	Overview
Section 6	Stage 1 Outcomes	Sets out the main outcomes from the Stage 1 consultation both for the Project and in terms of the methodology adopted in the Stage 2 consultation.
Section 7	Statement of Community Consultation: Preparation and Consultation	Describes the approach taken by SSE Generation Limited to the preparation of the SoCC as required by Section 47 of the PA 2008 and the consultation that took place with the relevant local authorities in relation to the preparation of the document and how SSE Generation Limited took account of the responses to the consultation in finalising the SoCC.
Section 8	Stage 2 Consultation: Identifying Consultees	Explains how SSE Generation Limited identified those persons with whom there was a statutory duty to consult in accordance with Sections 42, 43 and 44 of the PA 2008 for its Stage 2 ('statutory') Consultation (the 'Section 42 Consultees') and confirms who was consulted. It also lists other persons there was no statutory duty to consult but who SSE Generation Limited considered should be consulted as they may be interested in the Proposed Development (the 'Non-prescribed Consultees' and 'Non-prescribed landowners').
Section 9	Stage 2 Consultation: Section 42 'Duty to Consult'	Sets out how SSE Generation Limited consulted the Section 42 Consultees, including prescribed persons, relevant local authorities (Section 43) and land ownership interests and potentially affected land interest (Section 44) as well as the Non-prescribed Consultees and Landowners; the response received to the consultation and how the consultation carried out complied with Section 42.
Section 10	Stage 2 Consultation: Section 46 'Duty to Notify Secretary of State of Proposed Application'	Sets out how SSE Generation Limited notified the SoS of the start of the Section 42 consultation in accordance with Section 46 of the PA 2008 at or before the start of that consultation.





Section	Title	Overview
Section 11	Stage 2 Consultation: Section 47 'Duty to Consult Local Community'	Describes the Section 47 consultation that SSE Generation Limited carried out with the local community during its Stage 2 Consultation to provide more detailed information on the Proposed Development than at Stage 1 consultation, as well as the opportunity for local people to comment upon it; the responses received to the consultation; and the compliance of the consultation carried out with the published SoCC.
Section 12	Stage 2 Consultation: Section 48 'Duty to Publicise'	Explains how SSE Generation Limited publicised the Proposed Development in accordance with Section 48 of the PA 2008, including the newspapers that the Section 48 Notice was published in and the notification of EIA consultees under EIA Regulation 13.
Section 13	Targeted Re- Consultation: Section 42 'Duty to consult' (March 2021)	Explains how Keadby Generation Limited has consulted relevant landowners and statutory consultees, on minor changes to the intended application boundary for the Project following the Stage 2 Consultation, along with the consultation of a small number of additional non-prescribed consultees (airfields, and air ambulance operators).
Section 14	Targeted Re- Consultation: Section 46 'Duty to Notify Secretary of State of Proposed Application'	Sets out how Keadby Generation Limited notified the SoS of the start of the Section 42 consultation in accordance with Section 46 of the PA 2008 at or before the start of the targeted re-consultation.
Section 15	Section 48 'Duty to publicise' (March 2021 Update)	Sets out how Keadby Generation Limited has clarified the specific name of the Applicant (i.e., Keadby Generation Limited) and address following a corporate restructuring by publishing a new Section 48 notice for the Project and supplying this to EIA consultees in accordance with EIA Regulation 13 at the same time as the Targeted Section 42 Consultation.
Section 16	Section 49 'Duty to Take	Sets out how Keadby Generation Limited has had regard to the responses received to the Stage 1





Section	Title	Overview
	Account of Response to Consultation and Publicity'	and Stage 2 Consultation. Includes information on changes made to the project as a result of the Statutory Consultations and the findings of other forms of engagement carried out in parallel.
Section 17	EIA Related Consultation	Provides a brief summary of the EIA related consultation carried out in accordance with the 2017 EIA Regulations in order facilitate the EIA process and the preparation of the Environmental Statement ('ES') for the Proposed Development.
Section 18	Next Steps	Sets out how Keadby Generation Limited intends to continue to engage with consultees following the submission of the Application and during the examination process.

- 1.7.4 The appendices to the Consultation Report have been numbered so as to correspond with the relevant section of the report where they are first referred to. For example, the appendices that are first referred to in **Section 5** are numbered as **Appendix 5.1, 5.2, 5.3** and so on. This makes clear which section of the Consultation Report the appendices relate to.
- 1.7.5 The full texts of consultation responses received from members of the public have not been included within the Consultation Report as these contain personal information. However, the Applicant can make these available to the Planning Inspectorate if requested and subject to the project and PINS privacy policies.







2.0 LEGISLATIVE CONTEXT AND RELEVANT GUIDANCE

2.1.1 This section provides a summary of the legislative context for DCOs, including the legislative requirements and relevant guidance relating to pre-application consultation and publicity.

2.2 Overview of the DCO Regime

- 2.2.1 The Proposed Development, as an onshore generating station with a gross output capacity of more than 50 MW, falls within the definition of a NSIP under Sections 14(1)(a) and 15(2) of the PA 2008. It is, therefore, necessary (as specified in Section 31 of the PA 2008) for SSE to apply to the SoS (via the Planning Inspectorate) for a DCO to construct, operate and maintain the Proposed Development.
- 2.2.2 Planning Inspectorate is responsible for examining the application and making a recommendation to the relevant SoS, in this case for the Department for Business, Energy and Industrial Strategy ('BEIS'), who then takes the decision as to whether a DCO should be made. A DCO grants consent for a proposed development and can also include a range of other consents and licences and powers of compulsory acquisition.
- 2.2.3 Under the DCO regime, the primary policy framework for examining and determining applications is provided by National Policy Statements ('NPSs'). Section 5 of the PA 2008 allows the SoS to designate NPSs setting out national policy in relation to the types of NSIPs listed at Section 14 of the PA 2008.
- 2.2.4 Where a relevant NPS has been designated, Section 104 requires the SoS to determine applications for NSIPs in accordance with the relevant NPSs unless this would:
 - lead to the UK being in breach of its international obligations;
 - be in breach of any statutory duty that applies to the SoS;
 - be unlawful;
 - result in the adverse impacts of the development outweighing the benefits; or
 - be contrary to regulations about how decisions are to be taken.
- 2.2.5 Where a relevant NPS has not been designated, Section 105 applies.
- 2.2.6 In making decisions on NSIPs, the PA 2008 (whether under Section 104 or Section 105) states that the SoS must (also) have regard to any 'local impact report' submitted by a relevant local authority, any relevant matters prescribed in regulations, and any other matters that the SoS thinks are both 'important and relevant'.





- 2.2.7 In July 2011, the SoS designated a number of NPSs relating to nationally significant energy infrastructure. These include an 'Overarching' NPS which sets out the Government's policy for the delivery of major energy infrastructure and five NPSs relating to specific types of energy projects. These are to be read in conjunction with the overarching NPS, where they are relevant to an application.
- 2.2.8 The NPSs that are considered to be of most direct relevance to the Proposed Development are as follows:
 - NPS EN-1 Overarching Energy;
 - NPS EN-2 Fossil Fuel Electricity Generating Infrastructure;
 - NPS EN-4 Gas Supply Infrastructure and Gas and Oil Pipelines; and
 - NPS EN-5 Electricity Networks.
- 2.2.9 Part 3 of EN-1 'The Need for New Nationally Significant Energy Infrastructure Projects' defines and sets out the need that exists for nationally significant energy infrastructure. Notably, paragraph 3.1.3 stresses that the SoS should assess applications for DCOs for the types of infrastructure covered by the energy NPSs on the basis that the Government has demonstrated that there is a need for those types of infrastructure and that the scale and urgency of that need is as described for each of them. Paragraph 3.1.4 continues by stating that the SoS should give substantial weight to the contribution that all projects would make toward satisfying this need when considering applications under the PA 2008. The NPSs also establish assessment criteria.
- 2.2.10 The extent to which the Proposed Development contributes to the need established in the NPSs and meets their assessment criteria is considered in greater detail within a Planning Statement which has been submitted as part of the DCO application.
- 2.2.11 The Energy White Paper (EWP) (December UK Government, 2020) states that the Government has "decided that it is appropriate to review the NPS, to ensure that they reflect the policies set out in this white paper and that we continue to have a planning policy framework which can deliver the investment required to build the infrastructure needed for the transition to net zero." The EWP confirms that the Government aims to designate updated NPSs by the end of 2021.

2.3 Legislative Requirements for Pre-Application Consultation and Publicity

2.3.1 The planning of major infrastructure under the PA 2008 is a 'front-loaded' process whereby the main features of the Proposed Development are established through statutory procedures of consultation and engagement, and all relevant technical studies, prior to making an application. The legislative framework relating to pre-application consultation and publicity for NSIPs is set out within:





- The PA 2008.
- The Applications: Prescribed Forms and Procedure Regulations 2009 ('the APFP Regulations') (as amended).
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the 2017 EIA Regulations') (as amended).
- 2.3.2 The particular legislative requirements for applicants to follow in relation to preapplication consultation and publicity are summarised in **Table 2.1**.

Table 2.1: Requirements for Pre-Application Consultation & Publicity

Section of PA	Legislative requirement
2008/relevant regulation	
Section 37: Applications for orders granting development consent	Section 37(3) requires that any application for a DCO must be accompanied by a consultation report, which provides details of what has been done to comply with Sections 42, 47 and 48, any relevant responses received to consultation and the account taken of those responses.
Section 47: Duty to consult local community	Applicants must prepare a SoCC explaining how they intend to consult the people living within the vicinity of the land to which the proposed development relates about the proposed application. Before preparing the SoCC the applicant must consult the relevant local authorities about what is to be included within it, provide a period for comments of at least 28 days starting with the day after the day the SoCC is received, and have regard to any comments received before the deadline. The applicant must make the final SoCC available for inspection by the public in a location that is reasonably convenient for people living within the vicinity of the land (see also 'Section 50: Guidance about pre-application procedure' below), publish a SoCC Notice in a locally circulating newspaper stating where and when the SoCC can be inspected and publish the SoCC as prescribed, and then carry out the consultation in accordance with the SoCC.
Section 42: Duty to consult	Applicants must consult the following about the proposed application for at least 28 days starting with the day after the day the consultation documents are received (Section 45): Section 42(a) such persons as may be prescribed;





Section of PA 2008/relevant regulation	Legislative requirement
	Section 42(aa) the Marine Management Organisation, in any case where the proposed development would affect, or would be likely to affect, any of the areas specified in subsection (2) (being waters in or adjacent to England up to the seaward limits of the territorial sea);
	Section 42(b) each local authority that is within Section 43; Section 42 (c) 'the Greater London Authority if the land is in Greater London; and
	Section 42(d) each person who is within one or more of the categories set out in Section 44 (i.e., affected and potentially affected land owners, including occupiers, tenants, lessees and other affected persons).
Section 46: Duty to notify Secretary of State of proposed application	The applicant must notify the SoS of the start of the Section 42 consultation and provide the SoS with the same information as the applicant intends to send to the Section 42 consultees, either at the same time as, or before, commencing the Section 42 consultation.
Section 48: Duty to publicise	The applicant must publicise the proposed application in the prescribed manner (by a Section 48 Notice), namely in accordance with APFP Regulation 4(2), once in a national newspaper, once in the London Gazette, once in the Lloyds List and appropriate fishing journal where offshore development is involved, and for two consecutive weeks in one or more local newspapers circulating in the vicinity of the land to which the proposed development relates. The deadline for the receipt of responses stated in the Section 48 Notice must not be less than 28 days following the date when the notice is last published. The Section 48 Notice must include the following (APFP Regulation 4(3) amended by The Infrastructure Planning (Publication and Notification of Applications etc.) (Coronavirus) (Amendment) Regulations 2020) initially applying between 22 July 2020 and 31 December 2020 before later ⁶ being made permanent:

⁶ The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020, SI 2020 No. 1534





Section of PA 2008/relevant regulation	Legislative requirement
	the name and address of the applicant;
	a statement that the applicant intends to make an application for development consent to the Secretary of State;
	a statement as to whether the application is EIA development;
	a summary of the main proposals, specifying the location or route of the proposed development;
	a statement that the documents, plans, and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice on a website maintained by or on behalf of the applicant;
	the address of the website where the documents, plans and maps may be inspected;
	the place on the website where the documents, plans and maps may be inspected;
	a telephone number which can be used to contact the applicant for enquiries in relation to the documents, plans and maps;
	the latest date on which those documents, plans and maps will be available for inspection on the website;
	whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;
	details of how to respond to the publicity; and
	a deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published.





Section of PA 2008/relevant regulation	Legislative requirement	
Section 50: Guidance about pre-	The applicant must have regard to any pre application procedural guidance issued under this section.	
application procedure	The principal pre application guidance is 'Planning Act 2008: guidance on the pre-application process' (Department for Communities and Local Government, March 2015). This provides advice on a wide range of pre application activities.	
	In addition, guidance was issued by the Ministry of Housing, Communities and Local Government on 22 July 2020 (updated on 31 December 2020) on pre-application procedures in the context of the coronavirus pandemic ⁷ . This guidance provides suggestions on website design and methods of providing copies of documentation. It also provides guidance on satisfying the requirement to make the SoCC available for inspection, by providing it online (via a project specific website) and via hard copies on request.	
	These are described further under 'Relevant guidance' below.	
EIA Regulation 13: Pre- application publicity under Section 48 (duty to publicise)	Where the proposed application is for EIA development, the applicant must send a copy of the Section 48 Notice to all the consultation bodies ('consultation bodies' means for the purposes of the EIA Regulations a body prescribed under Section 42(a)) 'such persons as may be prescribed', each local authority within Section 43 'Local authorities for the purposes of Section 42(1)(b)' and any person notified to the applicant by the Planning Inspectorate in accordance with EIA Regulation 11(1)(c)).	
Section 49: Duty to take account of responses to consultation and publicity	The applicant must have regard to any 'relevant responses' received to the Section 42, 47 and 48 consultation and publicity. A 'relevant response' means a response received to the Section 42, 47 and 48 consultation and publicity before any deadline imposed in accordance with the relevant section of the PA 2008.	

⁷ https://www.gov.uk/guidance/guidance-on-procedural-requirements-for-major-infrastructure-projects





2.4 Relevant guidance

- 2.4.1 Relevant guidance relating to pre-application consultation and publicity is provided by the following documents:
 - Department for Communities and Local Government (DCLG): Planning Act 2008: Guidance on the pre-application process (March 2015).
 - Ministry of Housing, Communities and Local Government (MHCLG): Guidance on procedural requirements for major infrastructure projects (22 July 2020, updated 31 December 2020).
 - NLC Statement of Community Involvement (August 2018).
- 2.4.2 NLC's Statement of Community Involvement recognises that:

"Development proposals can, depending on their scale and nature have significant impacts on local communities. Therefore, it is advisable that applicants putting forward major proposals should carry out their own pre application consultation with local people. We expect local communities to be offered the chance to influence proposals in their areas at an early stage through these consultation exercises. A consultation statement should be submitted alongside the formal planning application. This should describe what engagement took place and how this influenced the final proposal."

"Any pre-application consultation should be tailored to suit the circumstances of the site, proposal and locality. As part of the pre-application process, developers should discuss and agree with the council the exact nature of consultation in advance."

- 2.4.3 In addition, the Planning Inspectorate publishes a series of advice notes setting out recommendations for applicants, consultees, the public and others about a range of process matters including:
 - 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 2017d, version 7).
 - The Planning Inspectorate Advice Note Four: Section 52 (Republished March 2017c, version 6)
 - The Planning Inspectorate Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others (Published February 2017b)
 - The Planning Inspectorate Advice Note Eleven: Working with public bodies in the infrastructure planning process (Republished November 2017, version 4).





• The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished February 2021b, version 3).





3.0 SSE GENERATION LIMITED'S APPROACH TO CONSULTATION

- 3.1.1 SSE Generation Limited's approach to consultation is informed by experience gained over many years as an operator and developer of thermal power stations, including Ferrybridge Multifuel 1 and 2 and Ferrybridge D in recent times. SSE Generation Limited also has a stakeholder manager based at Keadby with well-established working relationships with local organisations from the operation of Keadby 1 and the construction of Keadby 2. At a corporate level SSE has established a diversity and inclusion strategy and an associated working group.
- 3.1.2 The approach to be taken for the development of Keadby 3 will make use of this knowledge and experience, and was based on the following general objectives and principles:
 - 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.
- 3.1.3 This would be achieved by:
 - Providing clear and concise information on the Proposed Development and ultimately, providing the local community and other consultees with the opportunity to consider the emerging proposals and provide comments and feedback, including directly to members of the project team at public consultation events.
 - Developing a Consultation Strategy, to provide a framework for the Stage 1 Consultation, including the areas and people to be consulted and the consultation activities and methods to be employed;
 - Adopting a two-stage approach to pre-application consultation. This would include a stage of non-statutory consultation (the Stage 1 Consultation), followed by a stage of statutory consultation (the Stage 2 Consultation), the latter informed by what worked best at Stage 1 and undertaken in accordance with the requirements of the PA 2008.
 - Deploying a range of methods to publicise the proposals including website, letters, newsletters, newspaper adverts and notices, a telephone line,





notices and posters, and exhibitions. Furthermore, as an existing operator in the area, SSE was keen to maintain and utilise relationships with the local community, parish councils and political representatives.

3.2 Consultation Stages

- 3.2.1 Government guidance expects⁸ 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.
- 3.2.2 There are some aspects of the proposals that will be fixed by the Applicant, such as the use of SSE owned land for the generating station itself, the proposed generation capacity, the installation of carbon capture equipment and technology/fuel choice. Most of the development is to be situated on and adjacent to the established operational site at Keadby. However, government policy requires applicants to demonstrate good and environmentally sensitive design, and this may involve integrating connections, highway works, jetties, and environmental improvements into their surroundings and minimising impacts on recreational routes and marine activities.
- 3.2.3 A two-stage consultation process was settled upon as follows, comprising a non-statutory stage then a statutory stage, an approach that is recognised in the guidance⁹.
- 3.2.4 **Stage 1 Non-Statutory Consultation** for five weeks (22 June 27 July 2020). This was to be carried out in accordance with the Stage 1 Consultation Strategy and set out the background to the Proposed Development, the technologies and fuels proposed, detailing why it is needed and how it accords with national policy, while consulting on the following:
 - SSE Generation Limited's proposals for the Site, including how the Proposed Development might look and operate.
 - Any options being considered and how a final option will be selected.
 - The scope of the environmental assessment work envisaged.
- **3.2.5** Stage 2 Statutory Consultation during Q4 2020 for at least six weeks (the statutory minimum is four). This was to be conducted in accordance with our SoCC, and involve consultation on the detail of our proposed DCO application in accordance with the requirements of the PA 2008, including:



⁸ Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 55

⁹ Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 70



- Details of SSE Generation Limited's revised proposals (taking account of Stage 1 consultation) including how the site will look and operate.
- The Preliminary Environmental Information (PEI) compiled.
- SSE Generation Limited's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.







4.0 STAGE 1 CONSULTATION STRATEGY

4.1 Background to preparation of the Stage 1 Consultation Strategy

- 4.1.1 The Stage 1 Consultation Strategy was written during May and June 2020 amidst the early part of the COVID-19 ('coronavirus') pandemic, a public health emergency that has required the self-isolation of vulnerable sectors of the population, such as the elderly, and distancing measures that limit gatherings and travel. These also had the effect of preventing some, and curtailing most, individuals from accessing deposit documents and public exhibitions, which represent two traditional methods for consultation. Disruption to individuals" daily lives, workplaces and postal services, also had the potential to affect fairness and participation levels, and cause delays or unforeseeable practical difficulties.
- 4.1.2 During the preparation of the Strategy, it was considered appropriate to assume (as a precaution) that similar measures may remain in place for the entire 12-to 15-month pre-application period. This was considered an appropriate assumption given that, even if legal or health restrictions were to be eased or overcome, some individuals may make individual health choices along similar lines for some time to come¹⁰, and short-notice localised lockdowns remain a risk for some time.
- 4.1.3 It was impossible to predict what consultation methods would have been available, or optimal, at any given point over the Stage 1 Consultation period. Coronavirus has affected, and continues to affect, all sectors of our economy, and has led to sustained changes to our use of buildings, travel, work, and family life.
- 4.1.4 It was therefore considered to be clear that while the exact nature of consultation may be prescribed in a consultation strategy for example, the consultation objectives, the overall timing within the project programme and the type of information provided the specific correspondence and communication methods and timings may need to remain flexible.
- 4.1.5 The Consultation Strategy was drafted taking account of the documents listed below. This included the latest coronavirus guidance and legislation at that time. As the consultation progressed and more guidance was released the specific correspondence and communication methods took account of that latest guidance.
 - North Lincolnshire Council: Statement of Community Involvement (August 2018)



¹⁰ At the time of the submission of the DCO Application in May 2021, similar measures do remain in place, with a national 'stay at home' order in place until at least 21 June 2021, with limited exceptions.



- Department for Communities and Local Government: Planning Act 2008: Guidance on the pre-application process (Published March 2015).
- The Planning Inspectorate Advice Note Two: The role of local authorities in the development consent process (Published February 2015 Version 1 Advice Note 2)
- The Planning Inspectorate Advice Note Three: EIA consultation and notification (Republished August 2017, version 7).
- 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).
- The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished April 2012, version 2).
- The Coronavirus Act 2020 and related legislation including the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.
- Coronavirus related government guidance (frequently updated online at: <u>https://www.gov.uk/coronavirus</u>) including guidance for employees, employers and businesses (<u>https://www.gov.uk/government/publications/guidance-to-employers-andbusinesses-about-covid-19</u>) and from the Planning Inspectorate (<u>https://www.gov.uk/guidance/coronavirus-covid-19-planninginspectorate-guidance</u>).
- Ministry of Housing, Communities and Local Government (MHCLG): Guidance on procedural requirements for major infrastructure projects (22 July 2020, updated 31 December 2020).
- 4.1.6 The Stage 1 Consultation was carried out on a non-statutory basis. Nevertheless, it should be noted that no 'section 50' status guidance specifically relating to coronavirus existed until 22 July 2020¹¹, the last few days of the Stage 1 Consultation, and it therefore had little bearing on the consultation.
- 4.1.7 A draft copy of the Stage 1 Consultation strategy was sent to NLC on 03 June 2020, asking whether they had any comments and if so to return them by 12 June 2020. A copy of the email sent can be found at **Appendix 4.1**.



¹¹ Ministry of Housing, Communities and Local Government (MHCLG): Guidance on procedural requirements for major infrastructure projects (22 July 2020, updated 31 December 2020)



4.2 Objectives

- 4.2.1 The following overall objectives were proposed:
 - Raise awareness of the project amongst the community.
 - Provide varied, fair, and safe opportunities for the community to engage with the project, along with considerate timescales.
 - Provide accessible and concise information to the community about the project, including the technologies proposed, and the consultation and planning procedures.
 - Adhere to all relevant public health guidance and legislation and consider the likely health needs of consultees.
 - Consult at appropriate stages in the development of the project and obtain informed feedback that can be considered in the design and mitigation proposals.
 - Demonstrate how the proposals have taken account of consultation and how the consultation was conducted fairly, safely, and considerately.

4.3 Who we planned to consult

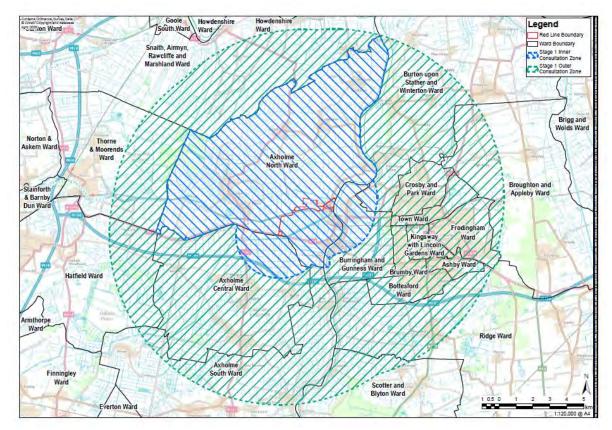
- 4.3.1 The Applicant aimed to consult at Stage 1 all people, businesses, community organisations, local authorities, and political representatives in the vicinity of the Proposed Development. This recognised that the eventual SoCC would be required to set out how the Applicant proposes to consult people living in the vicinity of the land to which the Proposed Development relates (s47(1) PA 2008).
- 4.3.2 A consultation zone-based approach was proposed, comprising an 'inner consultation zone' (ICZ) and an 'outer consultation zone' (OCZ). The consultation methods used would then be tailored to each zone.
- 4.3.3 The ICZ extended to around 2.5km around the boundary of the Proposed Development, broadly corresponded to the areas within which the proposed development could be visually prominent or receive a perceptible increase in noise or traffic. The OCZ extended to around 10km around the boundary of the Proposed Development and broadly corresponded to the majority of the zone of theoretical visibility estimated for the project based on the expected maximum built dimensions of the main items of plant and the stacks. It also corresponded to the area which could (without mitigation) experience air quality, traffic or socioeconomic effects or be interested in but unaffected by the Proposed Development.
- 4.3.4 As Figure 4.1 shows, the ICZ therefore enclosed Gunness, Althorpe, Burringham, Ealand and Amcotts. It was also extended manually to cover the entire Axholme North ward in view of the limited visual separation between this





area and the Proposed Development. The OCZ enclosed all of Scunthorpe, Epworth, Belton, and Burton upon Stather.





- 4.3.5 The consultation zones were later reviewed following Stage 1 Consultation to ensure they remained applicable in line with the above principles.
- 4.3.6 A desk-based land referencing exercise (using Land Registry data) was proposed to be carried out after Stage 1 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 at Stage 2 Consultation.

4.4 Adaptive Consultation Strategy

- 4.4.1 Table 4.1 overleaf sets out:
 - The required activities (or components) of the consultation.





- For each activity, potential methods available to carry out that activity at the time of the preparation of the preparation of the Stage 1 Consultation Strategy (the key methods are shown; the list is not exhaustive).
- The methods that were used to carry out the activity and a brief explanation (this has been added post Stage 1 Consultation).
- 4.4.2 The Applicant shared the draft Stage 1 Consultation Strategy with NLC on 3 June 2020, around 2.5 weeks before the start of consultation. No comments were received.
- 4.4.3 The Applicant carried out the activities (column 1 of Table 4.1). In accordance with the overall objectives above (paragraph 4.1 above).
- 4.4.4 Prior to Stage 1 Consultation it was not possible to be certain about the methods available to the Applicant at a given point in the future, due to the uncertainties inherent in the coronavirus outbreak (as noted in paragraph 4.3 and within the Stage 1 Consultation Strategy). Therefore, the methods, and the timing and messaging (columns 2 & 3 of Table 4.1) were indicative, and subject to change by the Applicant if reasonably necessary. The final methods and timings taken by the applicant are outlined and explained in column 4 of Table 4.1 with further detail in Section 5 below.





Method(s) available	Indicative Timing and Approach for Stage 1 Consultation (from Stage 1 Consultation Strategy)	Actual approach undertake (this column was added po
Email/telephone leading to web meeting.	Explain the project in outline ahead of the EIA scoping submission and its overall timescales.	SSE made contact with NLC the project and the intended to consultation strategy was als of consultation (3 June 2020)
Email/telephone leading to web meeting.	Explain the project in outline ahead of the EIA scoping submission and its overall timescales.	SSE made contact with local Members of Parliament betwee project and the intended time
There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.	Five weeks is recommended due to the potential for slight delays in posting materials to individuals, due to coronavirus.	The Stage 1 consultation ran a period of 6 weeks.
Mailout to the Inner Zone.	A newsletter is likely to be used in order to convey clear information, including imagery and mapping, along with a freepost survey response form.	An 8-page newsletter was two Inner Consultation Zone and form.
Notices/advertorials in newspapers or existing local newsletters circulating in the Inner and Outer Zones.	The Scunthorpe Telegraph, Goole and Selby Times and potentially the Doncaster Free Press will cover the zones. Some offer online advertising.	Newspaper advertisements w Telegraph, the Goole, Selby a Free Press on 25 June 2020
Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone. Electronic notices or hyperlinked information from the local authority website.	This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.	Public posters were used late
Radio advertising throughout Inner and Outer Zone.	This would be discussed with the NLC planning officer, to understand what is possible.	This was not felt to be necess
Google Ads or similar (aimed at local IP addresses – Inner and Outer Zones)	This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.	Google Ads were used to targ 17km) with simple messaging exhibition.
	Email/telephone leading to web meeting. Email/telephone leading to web meeting. There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period. Mailout to the Inner Zone. Notices/advertorials in newspapers or existing local newsletters circulating in the Inner and Outer Zones. Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone. Electronic notices or hyperlinked information from the local authority website. Radio advertising throughout Inner and Outer Zone. Google Ads or similar (aimed at local IP addresses – Inner	Stage 1 Consultation Strategy)Email/telephone leading to web meeting.Explain the project in outline ahead of the EIA scoping submission and its overall timescales.Email/telephone leading to web meeting.Explain the project in outline ahead of the EIA scoping submission and its overall timescales.There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.Five weeks is recommended due to the potential for slight delays in posting materials to individuals, due to coronavirus.Mailout to the Inner Zone.A newsletter is likely to be used in order to convey clear information, including imagery and mapping, along with a freepost survey response form.Notices/advertorials in newspapers or existing local newsletters circulating in the Inner and Outer Zones.A newsletter is likely to be used in order to convey clear information, including imagery and mapping, along with a freepost survey response form.Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner and Outer Zone.This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.Radio advertising throughout Inner and Outer Zone.This would be discussed with the NLC planning officer, to understand what is possible.Radio advertising throughout Inner and Outer Zone.This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper

ken during Stage 1 Consultation

C officers prior to EIA Scoping, outlining d timescales. The draft Stage 1 also shared with NLC officers in advance 20). No comments were received.

al Councillors, Parish Councils and tween 11-14 May 2020, outlining the nescales.

an from 22 June 2020 to 3 August 2020,

twice posted to properties within the nd included a freepost survey response

s were posted in the Scunthorpe by and Epworth Times, and the Doncaster 20 and 2 July 2020.

ater in the consultation period.

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arget local IP addresses (within around ing and link through to the virtual public





Activity or Component	Method(s) available	Indicative Timing and Approach for Stage 1 Consultation (from Stage 1 Consultation Strategy)	Actual approach undertaker (this column was added pos
	Social media (e.g., SSE Thermal Twitter account and LinkedIn; Facebook; existing area-based Facebook groups or other platforms such as Nextdoor.co.uk) in Inner and Outer Zone.	 messaging and allowing a single click through to the project website or the virtual exhibition. This is likely to be used and will target an area of around 17km radius (bigger than the Outer Zone i.e., slight over consultation, which is acceptable). SSE Thermal will potentially use its Twitter and LinkedIn accounts; however, a bigger social media push is more appropriate for Stage 2 consultation. At Stage 1 consultation the aim is to raise awareness and disseminate clear messages, which involves having a degree of control over the media being used. It also is desirable to have established awareness of Keadby 3 via Stage 1 consultation before 'entering' existing area based social media groups at Stage 2 consultation for example. Social media will be used primarily to announce key dates (e.g., the start of consultation, the first day of the virtual exhibition, the dates of the 'live chat' feature, and the end of consultation). 	Use was made of SSE Therm people aware of the Stage 1 (
Brief local political representatives (MPs, ward councillors, parish councillors) in the Inner and the Outer Zones.	Normally a series of 1-on-1 meetings before/at the public information event or at the organisation's premises. Web or telephone-based meeting with the project	This is not currently possible. However, it will be undertaken if the restrictions allow, and the individual agrees. This can be a video conference (for political representatives) or teleconference (others) with key team members to outline the	Due to coronavirus restrictions hold 1-on-1 meetings.
A similar approach is adopted for technical consultees (Environment Agency etc.) and existing local amenity or residents' groups.	team. This could potentially be done on a grouped basis (e.g., per topic) for technical consultees.	content of the consultation, methods, and timescales. A meeting with the leader of NLC, the local MP, and local councillors was held on 28 May 2020.	2020, a web meeting was held June 2020 previewing the Sta questions arising.
Display information in public via an exhibition with clear information and	This is normally a physical exhibition held in both the Inner and the Outer Zone.	This is not currently possible. However, it will be undertaken if the restrictions allow, and it is considered safe by the project team in discussion with relevant stakeholders.	Due to coronavirus restrictions hold public exhibitions.
project team members on hand to answer questions	A virtual exhibition is possible (see <u>https://consultation.ai/demo/</u>). This is being successfully used on other infrastructure projects including by public authorities.	The virtual exhibition is attractive and accessible, while remaining simple. Feedback from SSE Thermal's inclusion and diversity working group will be sought in preparing the exhibition. It can be used by smartphone users, tablet users, or computer users. A flythrough/video introduction will be considered. 5-6 banners will be prepared for Stage 1 consultation and other functionality may include: a document reader; a map/plan of the Proposed Development; a form to ask questions or request a call	A virtual public exhibition was

aken during Stage 1 Consultation post consultation)	
ermal's Twitter account with posts making 1 Consultation.	J
tions at the time, it remained unfeasible to	כ
held with local representatives on 28 May held with Keadby Parish Council on 11 Stage 1 Consultation and answering	/
0	
tions at the time, it remained unfeasible to	2
vas held during the consultation.	





Activity or Component	Method(s) available	Indicative Timing and Approach for Stage 1 Consultation (from Stage 1 Consultation Strategy)	Actual approach undertake (this column was added po
		back/response; a 'frequently asked questions' document; and on specified days a live chat type feature with the project team.	
Depositing consultation documents in a public place for people to use as a reference source.	Physical deposit locations at local libraries, council offices, leisure centres or other public venues in the Inner and Outer Zones.	This is not possible at present due to social distancing restrictions. Reluctance to spend periods of time in public buildings is likely to remain a factor for some time and vulnerable sectors of the population may be self-isolating. Alternative venues such as food retail outlets are not 'neutral' spaces and maintaining distancing would be difficult.	Due to coronavirus restrictio physical documents in the lo guidance later removed the exercises to deposit docume
	Provision of free USB sticks, or hard copy document.	USB sticks are not required at Stage 1 consultation since the documents provided (banners, EIA scoping report, 'frequently asked questions', and map/plans) are modest in size and can be posted in hard copy.	The documents remained me were added to the Stage 1 C were not required.
Web presence	Project website and project e-mail address	This will be the first port of call for many stakeholders, particularly during the coronavirus outbreak. All consultation materials, contact methods, and visual information will be housed on the website. The survey form (via a secure proprietary survey form, with privacy policy stated) will also be linked from the website. The project e-mail address will be manned by the project technical team and would remain open for the duration of the pre application and post application planning process.	A project website was create Stage 1 Consultation had ce also created and remained ir
Acknowledging feedback and responding to information requests where necessary and feasible to do so.	Pertinent comments are normally responded to via the method the sender requests, i.e., letter or e-mail.	The 'live chat' feature in the virtual exhibition can offer a way to converse with the project team directly in real time. If an individual writes to the project email address or submits a questionnaire response, an autoreply can be provided for to give reassurance that it has been received. The applicant will endeavour to reply where it is clear that a response is required and feasible.	The live chat featured on the spaced out dates during the bespoke responses were set email address or submitted a numbers of these were recei
	Surgeries or Q&A sessions (remote).	These could be project led or could be facilitated by third parties. It is not likely that these will be needed at Stage 1 consultation since the information being presented will be non-technical. At Stage 2 consultation this is likely to be more relevant.	As the information presented remote Q&A sessions were r Consultation.

aken during Stage 1 Consultation post consultation)

tions, it remained unfeasible to deposit local area. Subsequent Government le obligation for statutory consultation ments.

modest in size and no further documents Consultation and therefore USB sticks

ated and remained live long after the ceased. A project e-mail address was d in use through the Stage 1 Consultation.

the project website was live on four, ne consultation. Rather than autoreplies, sent to those who wrote to the project d a questionnaire response, as modest ceived.

ed was non-technical such surgeries or e not held during the Stage 1





5.0 STAGE 1 CONSULTATION

- 5.1.1 The Stage 1 Consultation on the Proposed Development was carried out by SSE Generation Limited from 22 June 2020 to 3 August 2020, a period of 6 weeks. The primary purpose of the Stage 1 Consultation was to introduce the Proposed Development, including the various options being considered, to the local community in the vicinity of the Site (local authorities, technical consultees, local political representatives, and potentially affected land ownership interests).
- 5.1.2 Although the Stage 1 Consultation was non-statutory it broadly mirrors the requirements of Sections 42, 43, 44 and 47 of the PA 2008, and the responses received to the consultation will be treated in the same manner at the Stage 2 Consultation.

5.2 Who was consulted?

- 5.2.1 The following were consulted:
 - The local community, including residents and businesses within the outer consultation zone;
 - The Local political representatives, including Ward Councillors, Parish/Town Councils, and the local Member of Parliament; and;
 - The local authority.
- 5.2.2 A list of political representatives consulted during Stage 1 Consultation is included at **Appendix 5.1**. The local authority planning officer was e-mailed on 23 June 2020 regarding the content and dates for the Stage 1 Consultation.
- 5.2.3 At around the same time as Stage 1 Consultation, the Project also received EIA Scoping responses from certain environmental bodies as documented in the ES Volume I Chapters 8 18 (Application Document Ref. 6.2).

5.3 How were they consulted?

5.3.1 The local community was consulted via newsletter, newspaper advertisements, posters, an online advertising campaign, social media and the project website and public exhibition. Specific details can be found under the relevant headings below.

Newsletter

5.3.2 The newsletter was longer and more detailed than the standard newsletter circulated during a Stage 1 Consultation. This was to make up for the community not being able to attend physical public exhibitions. The newsletter was 8 pages long and contained an overview of the project as well as information about SSE Generation Limited, the need and benefits of the





Proposed Development, the Humber Low Carbon Cluster (now termed Zero Carbon Humber), environmental impacts, how the Proposed Development may look, the DCO process and how the community could provide feedback. The newsletter was distributed to properties within the ICZ twice, on 15-20 June 2020 and 2/3 July 2020. The newsletter was voluntarily mailed out a second time due to a small number of reports of properties not having received the newsletter from the first mailout. As a result, of this the consultation was also voluntarily extended by a week. An example newsletter is included at **Appendix 5.2**.

Newspaper advertisements

5.3.3 Newspaper advertisements were published in the Scunthorpe Telegraph, the Goole, Selby and Epworth Times and the Doncaster Free Press, covering the ICZ, the OCZ and extended surrounding area. The advertisements filled half of a page and contained a brief outline of the project and information about the ongoing Stage 1 Consultation, including addresses for the project website and virtual public exhibition and timescales. Advertisements were published in all newspapers on 25 June 2020 and 2 July 2020. Scans of the newspaper notices as published are included at **Appendix 5.3**.

Posters

5.3.4 Posters or public notices were not initially intended to be displayed as they were considered likely to be less effective due to the ongoing coronavirus pandemic which led to less people leaving their house. However, initial unforeseeable technical difficulties led to delayed implementation of the online advertising and posters were displayed at a number of locations close to the Proposed Site, namely Gunness Post Office, Keadby Post Office, Garthorpe Community Board and Crowle Co-Op, to supplement other publication measures. The posters contained a brief outline of the Proposed Development and information about the ongoing Stage 1 Consultation, including addresses for the project website and virtual public exhibition. An example poster is included at **Appendix 5.4**.

Online advertising

- 5.3.5 Google Ads was used to send targeted online advertisements to any internet users with IP addresses in the local area during certain time periods within the overall consultation period. The location targeting was set at a radius of approximately 10 miles (17km) around the site which included the ICZ, OCZ and the surrounding area. These advertisements contained simple messaging and allowing a single click through to the virtual public exhibition.
- 5.3.6 The Ads created a total of 1.8 million impressions which generated 7,700 clicks. This gave the adds a Click Through Rate ('CTR') of 0.43% (percentage of clicks per impressions). The full analytics can be found at **Appendix 5.5**.





5.3.7 Some unforeseeable technical issues on the part of Google delayed implementation of the online advertising but these issues were resolved early in the consultation period and in the end Google Ads accounted for 28% of total click throughs to the virtual public exhibition.

Social media

5.3.8 SSE Thermal used their Twitter account (@SSEThermal) to promote the Proposed Development and the ongoing Stage 1 Consultation, including a tweet announcing that when consultation had opened. Screenshots of relevant tweets are included at **Appendix 5.6**.

Project website

5.3.9 A project website was created and remained live long after the Stage 1 Consultation had ceased. It featured all the consultation materials and, during the Stage 1 Consultation, links to the virtual public exhibition and the survey form. Following the Stage 1 Consultation contact details for the Stakeholder Manager remained online.

Virtual public exhibition

5.3.10 A virtual public exhibition was hosted online and was live from the 25 June 2020 until the end of the consultation period exhibition intended to recreate the public exhibition experience in a 'distanced' version of how the public would ordinarily be able to consider the proposals. The virtual public exhibition could be accessed at <u>keadby3.consultation.ai</u> and the link was provided on all other consultation materials. Further information about the virtual public exhibition, what it contained and how it worked, including the live chat function, are covered below.

5.4 What were they consulted on/what information was provided?

- 5.4.1 Those consulted via newsletter were provided with an introduction to the Applicant, the Proposed Development, and the consultation process. The newsletter and other consultation materials contained a link to the project website and the virtual public exhibition. The website featured consultation materials including the project newsletter, information banners, FAQs, site location plan, site layout plan, newspaper advert and SSE's 'Greenprint for building a cleaner, more resilient economy'.
- 5.4.2 The virtual public exhibition featured the same information but, in a fashion, intended to recreate the public exhibition experience, as this is how the public would ordinarily be able to consider the proposals. Upon pressing the link to access the virtual public exhibition the user would find themselves stood at the centre of a 3D village hall. At the front was a virtual TV screen on which a welcome message from the Lead Development Manager played once the room had loaded. The banners were on display around the edge of the room and





could be enlarged with a click, audio read-outs of the banners were also available. The plans, FAQs document and Greenprint document were laid out at a table in front of the user and could be viewed with a click. Next to the banners was a virtual touchscreen that linked users to the feedback form.

- 5.4.3 The virtual public exhibition also contained a live chat feature which Generation Limited staff and technical consultants would staff at named times on named dates. Users were able to ask questions directly to project team members and receive answers in the same session. The live chat feature was staffed at the following times and dates:
 - 29 June 2020 10am 1pm & 4-6pm;
 - 1 July 4 8pm;
 - 9 July 4 8pm; and
 - 10 July 9am 12pm.

5.5 How could feedback be provided/deadline for comments?

- 5.5.1 The consultation documents and materials (e.g., letters, posters, newspaper notices, project website and virtual public exhibition boards) informed consultees that feedback on the Proposed Development could be provided by the following means:
 - Online feedback form: <u>ssetherrmal.com/keadby3</u>
 - E-mail: consultation@keadby3.co.uk,
 - Phone (to request a paper feedback form): 0800 211 8194; and
 - Freepost of the Paper Feedback Form.
- 5.5.2 The online feedback form accessed through the virtual public exhibition and the postcard attached to the newsletter featured the same questions. They did not ask specific questions about the Proposed Development, instead leaving it entirely open to the respondent to write anything they wished in a free text box. This was felt appropriate at the early stage of the Proposed Development in order to gain a clear understanding of local priorities. The fields comprised:
 - A multiple-choice question to understand how each participant had heard about the event;
 - A section for the provision of free text comments regarding how participants felt about the consultation methods;
 - A section for the provision of free text comments regarding the Proposed Development; and
 - A question on how the participant would like to be kept up to date on the Proposed Development.





- 5.5.3 Copies of the feedback form and the postcard which were attached to the newsletter are provided within the newsletter at **Appendix 5.2**.
- 5.5.4 The consultation documents and materials clearly stated that the deadline for the receipt of responses was 27 July 2020, therefore providing people with a 28-day period, which is considered in line with good practice and mirroring the statutory requirements under Section 47. This was subsequently extended until 3 August 2020.

5.6 Overall Engagement Levels

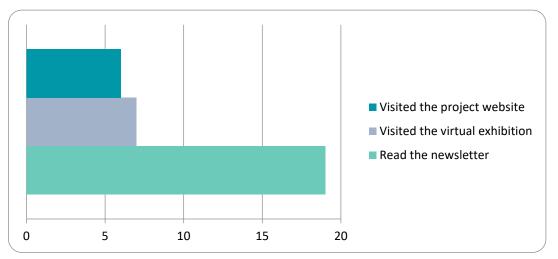
- 5.6.1 The project website received a total of 772 page views throughout the consultation. With regards to where these visitors originated from, 48% entered the website address directly, 44% found it via search engines, 7% found it via referral and 1% of visitors found it via social media. The vast majority, 69%, of views came from a desktop but reasonable amounts also came from mobiles (23%) and tablets (8%) suggesting that it was accessible from all.
- 5.6.2 The virtual public exhibition received a total of 4,264 page views, meaning it was significantly more popular than the project website. The exhibition board with the most interactions received 122, which is considered likely to be the total number of people who visited and engaged with the public exhibition. For comparison, a total of 297 people attended the four public exhibitions forming part of the Stage 1 Consultation for the Ferrybridge D CCGT Power Station, with 88 attending the most popular exhibition.
- 5.6.3 Full Analytics for both the Stage 1 Consultation project website and virtual public exhibition can be found can be found at **Appendix 5.7**.
- 5.6.4 A total of 21 feedback forms were completed (13 by post and 8 online), with a variety of themes raised as part of the respondents' comments. For comparison, a total of 78 feedback forms were returned during the Stage 1 Consultation of the Ferrybridge D CCGT Power Station DCO.
- 5.6.5 Question 1 asked respondents "Which of our consultation methods have you used? Tick all that apply." A total of 20 respondents answered this question. Almost all respondents, 95%, had read the newsletter, 35% of respondents had visited the virtual exhibition and 30% of respondents had visited the project website (More than one could be selected so totals to more than 100%). One respondent skipped the question. This is illustrated in **Figure 5.1** below.







Figure 5.1: Answer to Which of our consultation methods have you used? Tick all that apply.



5.6.6 Question 4 asked respondents "Should you wish to receive occasional updates from SSE Thermal, please indicate your consent to the terms of the privacy notice and your preferred method of contact and enter the details into the comment box below." A total of 52% of respondents requested email updates while 29% of respondents requested postal updates and just 19% requested no updates.

5.7 Satisfaction with the materials provided

5.7.1 Question 2 asked respondents "Are you happy with the methods available and were you able to find the information you wanted?" A total of 20 respondents replied to this question. Three quarters (75%) of respondent stated that they were happy with the consultation methods and information available and just 25% stated that they were not. One respondent skipped the question. This is illustrated below in **Figure 5.2**.







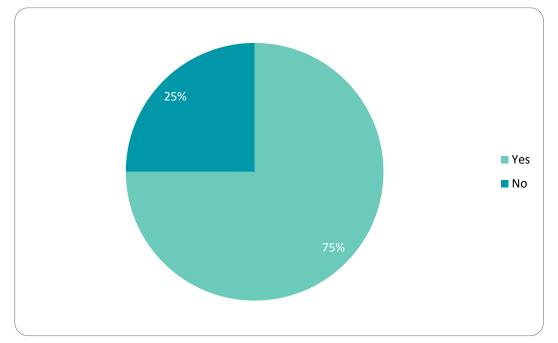


Figure 5.2: Response to "Are you happy with the consultation methods and information available?"

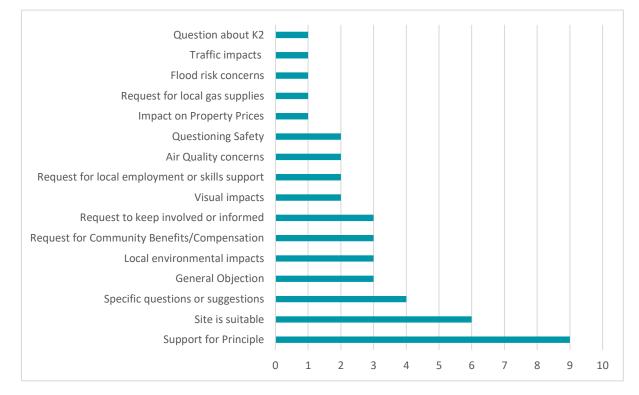
5.8 Views on the Proposed Development

- 5.8.1 Question 3 asked respondents to "Please provide any comments you have about the Keadby 3 project." A total of 19 respondents left comments. Two respondents skipped this question.
- 5.8.2 The most frequently occurring theme was Support for Principle (mentioned by 47% of respondents). The second most frequently occurring theme was that the Site is Suitable (mentioned by 32% of respondents). The third most frequently occurring theme was Specific Questions or Suggestions (mentioned by 21% of respondents). The joint fourth most frequently occurring themes were General Objections, Local Environmental Impacts, Request for Community Benefits/Compensation and Requests to Keep Involved or Informed (each mentioned by 16% of respondents.).
- 5.8.3 See **Figure 5.3** below for a breakdown of the most frequently mentioned themes written as part of the free text box on the feedback forms.





Figure 5.3: Most popular themes arising from response to Please provide any comments you have about the Keadby 3 project.



5.8.4 Further analysis of the most popular themes follows below.

Support for principle

- 5.8.5 The most common response submitted via feedback forms was support for the principle of the Proposed Development. Of the 21 feedback forms received during the course of the Stage 1 Consultation, from the 20 respondents who answered this question there were 9 instances (47%) of comments supporting the principle of the Proposed Development were submitted.
- 5.8.6 Some of the comments written in support of the principle of the Proposed Development are produced below:
 - "I fully support the development of low-carbon power generation in the UK."
 - "I see no reason to object to the Keadby 3 proposal."
 - "Excellent and most welcome project for the area."

Site is suitable

5.8.7 The second most common response submitted via feedback forms was support for the Proposed Site. Of the 20 respondents to respond to this question, 6 (32%) suggested that the Proposed Site was suitable for the Proposed Development.





5.8.8 Some of the comments written in support of the site are reproduced below:

- "Siting the new power station adjacent to the existing facilities makes a lot of sense."
- "A good plan while all the infrastructure in place. Ideal road bridge and dock at Keadby."
- "It is good to see the site being more fully utilized with up-to-date generation plant & equipment."

Specific questions or suggestions

- 5.8.9 The third most common responses consisted of specific questions about or suggestions for the Proposed Development. Of the 20 respondents to respond to this question, 4 (20%) left such comments.
- 5.8.10 Some of these comments are produced below:
 - "In future could no2 be hooked to capture?"
 - ""As part of the project please could you facilitate re-opening Bonnyhale Road for cycle traffic?"

5.9 Review of Consultation Methods

- 5.9.1 The project website and virtual public exhibition both recorded data of where their visitors originated from (i.e., how they found the website). This data is outlined below.
- 5.9.2 Approximately 48% of project website visitors visited the website directly (by typing in the web address, having taken it from the newsletter, newspaper notice etc.) and 44% of project website visitors did so via an organic search (by searching for the consultation in a search engine). Smaller amounts found the website via Referral (7%) (clicking through from another website) and Social Media (1%). This is illustrated below in **Figure 5.4**.
- 5.9.3 The vast majority of users found the project website through typing the website address or searching for it on a search engine. This would have been as a result of people looking up the project after having received the newsletter or seen a newspaper notice, suggesting that these targeted methods remained effective. The smaller amounts finding the project website via referral (possibly by clicking through from SSE's main website) and social media shows that these less targeted methods worked in a practical sense but were not as effective as reaching the relevant community. It is worth noting that no visitors found the project website via Google Ads as the Ads linked directly to the virtual public exhibition.





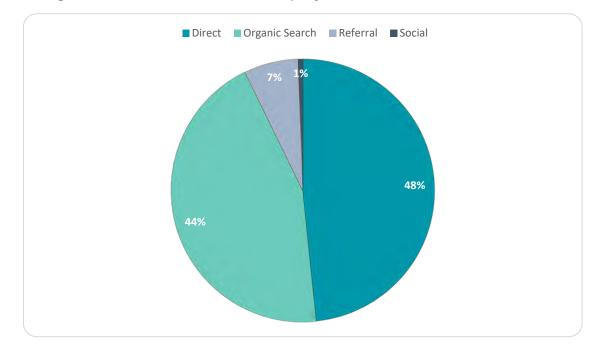


Figure 5.4: How users found the project website

5.9.4 In terms of the devices that users used to access the project website, 69% of users used their desktop computers or laptops, 23% used a mobile phone and 8% of users used a tablet device. The notable use of the website from all main platforms suggests it worked on all. This is illustrated below in **Figure 5.5**.

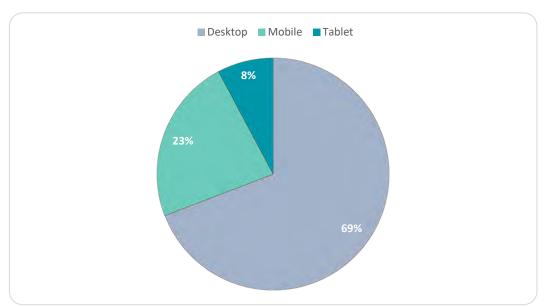


Figure 5.5: Device categories

5.9.5 Regarding the virtual public exhibition, approximately 47% of users found it Directly, 28% of users found it via a Google Ad, 21% via Referral (Clicking through from the project website), 3% via Organic Search and 1% via Social. This is illustrated below in **Figure 5.6**.





5.9.6 Approximately half of users found the virtual public exhibition directly by typing in the web address, after having read it on a newsletter, newspaper notice or poster, confirming the effectiveness of these more targeted forms of advertising. Over a quarter of users found it via Google Ads, showing it to have been an effective form of communication despite the initial unforeseeable technical issues on the side of Google. About a fifth of users clicked through from the project website, enough to demonstrate that the link was clear. Only 3% found the virtual public exhibition through organic search, compared to 44% finding the project website. This suggests that if you searched for the Stage 1 Consultation on a search engine the project website came up first which is considered to be optimal as the project website links to the virtual public exhibition, but the reverse is not true, therefore the project website coming up first means respondents were more likely to see both.

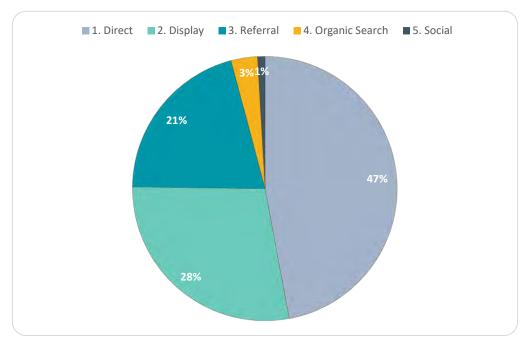


Figure 5.6: How users found the virtual public exhibition

5.9.7 The most popular feature of the virtual public exhibition was the "What is Keadby 3?" exhibition board which had 122 interactions. Second most popular were the "Environmental Impacts" exhibition board and the Keadby 3 Site Layout plan which had 110 interactions each. These were followed in popularity by the "Needs and benefits" and "Stage 1 Consultation" exhibition boards which had 106 and 100 interactions, respectively. This is illustrated below in **Figure 5.7**.







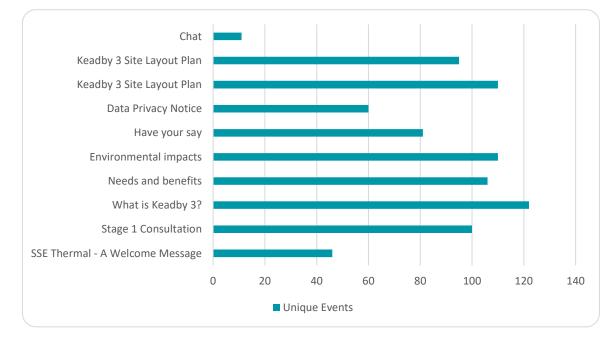


Figure 5.7: Number of unique interactions with each exhibition feature

5.9.8 Both the project website and virtual public exhibition had similar session durations, that being the length of time users spent browsing the pages. For the project website there was an average session duration of 1m 52s, for the virtual public exhibition there was an average session duration of 2m 10s. These are within expected levels; not being so short that it suggests people were overwhelmed with information and left the site and not being so long that it suggests people had issues finding the information they needed.





6.0 STAGE 1 OUTCOMES

6.1 Outcomes for the Proposed Development

6.1.1 Although not specifically required under Section 49 of the PA 2008 due to the non-statutory nature of our Stage 1 consultation, regard has been had to the consultation responses received as follows.

No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
1	Support for Principle	SSE Generation Limited welcomes the recognition of the need and wider benefits of the Proposed Development.	SSE Generation Limited will continue to make the case for the Proposed Development with local communities and statutory consultees during the pre-application and examination process. SSE Generation Limited will also explain the opportunities and benefits of the Zero Carbon Humber cluster at its Stage 2 Consultation as this will realise the full benefits of the Proposed Development.
2	Site is suitable	SSE Generation Limited welcomes the recognition that the Keadby site, which is owned by SSE Generation Limited and benefits from suitable connections and proximity to the Zero Carbon Humber cluster, is suitable for the Proposed Development.	SSE Generation Limited agrees that the Site is suitable for the type of development proposed and will also continue to focus development on SSE land where possible.
3	Local environmental impacts	SSE Generation Limited acknowledges that there are potential	SSE Generation Limited has continued its Environmental Impact

Table 6.1: Stage 1 Community Response Impact on Consultation





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
		environmental impacts at the local level and recognises that these should be avoided, minimised, or mitigated as far as practicable.	Assessment process and is assessing 'reasonable worst case' parameters and incorporating mitigation to reduce residual impacts. The interim findings will be presented in the Preliminary Environmental Impact Report (PEI Report) at Stage 2 Consultation.
4	Request for community benefit	While community benefits were provided by SSE Renewables for the windfarm, due to the level of ongoing employment provided by thermal power stations, community benefits are not currently considered to be necessary. The Keadby 2 project, which is being constructed at present and uses a similar size and type of gas turbine as the Proposed Development, is estimated ¹² to contribute £51m to the local economy during the development and construction phase, with 790 years of employment supported. Over the station's operational lifetime, it is	SSE Generation Limited is continuing to work to avoid or minimise local environmental impacts, develop appropriate mitigation and enhancement measures (such as for biodiversity) and consider the design and appearance of the Proposed Development. These are expected to provide local gains and more information will be provide local gains and more information will be provided in our Stage 2 Consultation. In addition, the Proposed Development is expected to provide at least as significant a contribution to the local, regional and national economy as Keadby 2. Therefore, specific community benefits are not proposed at this stage. However, as

¹² 'Powering Progress', BiGGAR Economics for Siemens Energy and SSE Thermal, 2020. Available at: <u>https://www.ssethermal.com/keadby2</u>.





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
		estimated that £13m will be added to the local economy each year, with a total of 220 jobs supported on an annual basis.	part of best practice during construction of projects such as Keadby 2 and Keadby 3 the Applicant aims to link community grants to safe working practices on site. At the moment a contribution of £1,000 is made to a local charity following every month of safe working and this is something the Applicant envisages continuing during the construction of Keadby 3. We will consider all feedback received during Stage 2 consultation.
5	Visual impacts	SSE Generation Limited recognises the concern over the likely visual impacts of the Proposed Development which will be similar in scale to the Keadby 2 project currently under construction and which sits within a generally low-lying landscape.	It is not possible to develop this type of infrastructure without visual impacts due to the size of the CCGT and CCP structures required. However, SSE Generation Limited will set out ideas for design principles in its Stage 2 consultation, in order to obtain further information about local priorities regarding the appearance of the Proposed Development. The intention is that these would inform the detailed design and finish of the Proposed Power and Carbon Capture Site and key boundaries and entrances of the





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
			Proposed Development. In addition, the massing of structures presented is the worst case envisaged, and it is anticipated that at the detailed design stage the final dimensions of the, main structures will be able to be reduced.
6	Request for local employment or skills support	It is anticipated that around 1,000 jobs would be created during the construction phase of the project. The operational phase will also create a number of long-term skilled jobs and the amount will depend on the technology chosen.	No change. Work on assessing the socioeconomic impacts and benefits of the Proposed Development is ongoing in the preparation of the PEI Report and will be published at Stage 2 Consultation.
7	Air quality concerns	An Air Quality Assessment, which looks at existing air quality, the potential impact of the facility and associated traffic on local air quality, and any mitigation measures, will be undertaken as part of an Environmental Impact Assessment needed to accompany the DCO application. The location and height of the stack will be designed using results from detailed dispersion modelling to minimise the potential for significant effects.	Assessment of the potential air quality impact of the Proposed Development is ongoing in the preparation of the PEI Report and will be published at Stage 2 Consultation. In particular, the Applicant is working with the Environment Agency to agree the approach to assessment of impact of emissions from the CCP.





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
8	Questioning safety	Safety is the number one priority at SSE Generation Limited. As with all SSE sites, appropriate measures will be in place to ensure safe operation. Hydrogen is flammable, but it is not inherently more dangerous than other types of fuel. Safety measures include leak proof generation equipment and pipeline connections, safety valves, and pressure reliefs. There are strict safety standards that need to be followed in the construction and operation of the infrastructure	The siting, layout, design, technology, and construction methods will ensure safe construction, commissioning and operation. This will be described further in our PEI Report at Stage 2 Consultation and in the DCO application. Safety is substantially regulated outside of the planning process such as through the Construction Design and Management Regulations, pipeline safety standards, Control of Major Accident Hazards (COMAH) Licencing and the Environmental Permit. Hydrogen was ruled out following Stage 1 Consultation for technical feasibility reasons.
9	Impact on property prices	We do not expect there to be an impact on property prices. The site is well separated from homes, and the DCO application will consider the potential for local impacts and include any necessary environmental controls.	No change.
10	Request for local gas supplies	Can you look at the "lines to take" document to complete this one	No change.





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
11	Flood risk concerns	We understand from our ongoing operation of Keadby 1 and construction of Keadby 2 that the area is susceptible to flooding if water levels are not properly managed. A detailed flood risk assessment will be prepared for the Keadby 3 project that considers all potential sources of flooding and how these need to be managed. It will consider the effects of other development in the area and also will use the latest Environment Agency flooding data and projections to take into account the future effects of climate change.	Work on assessing the potential for flood risk relating to the Proposed Development is ongoing in the preparation of the PEI Report and will be published at Stage 2 Consultation. This will include a draft of our Flood Risk Assessment.
12	Traffic impacts	During construction, a suitable HGV route from the motorway and A18 will be used. We also hope to use measures already deployed on Keadby 2 such as the crane and barges. The DCO application will include a construction traffic and environmental management strategy that the contractors would then adhere to. The access route for operational traffic during the life of the power	SSE Generation Limited is continuing to develop its construction traffic management proposals and at its Stage 2 consultation will set out its proposals to retain the temporary Keadby 2 haul route to maximise the potential for transporting abnormal loads by water. In addition, SSE Generation Limited will outline an option for the main operational entrance for Keadby 3 to be on the A18, at the





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
		station will be via the existing route that has historically been used for Keadby 1. We do not expect substantial operational traffic but the impact on the local roads will be assessed as part of the DCO application.	location of the Keadby 2 construction access. SSE Generation Limited believes that this would reduce operational traffic within the village.
Gen	eral Objections		
1	"I would object to development in open countryside."	The existing Keadby Power Generation site has been chosen due to its history of electricity generation and to allow connection to the regional cluster proposals. By co-locating, we minimise the need for additional infrastructure - for example we would connect into the existing substation rather than build new overhead lines/towers.	SSE Generation Limited is not proposing to develop large structures within open countryside. These will be located on SSE land at the Keadby Power Station site. However, ancillary structures and buildings such as AGI compounds and gatehouses could be required in more open locations, and localised screening will be used where possible to minimise visual impacts.
		adby 2 (a separate CCGT by SSE Generation Limit	
1	"In future could no 2 be hooked to capture?"	We are currently working with leading manufacturer Siemens to build Keadby 2, one of the most efficient CCGT power stations in the world, with technology optimised for potential future hydrogen and CCS	No change.





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
		capability. In January 2019, Siemens, along with industry body EU Turbines, committed to gradually increasing the hydrogen-burning capability of gas turbines to at least 20% by 2020, and 100% by 2030. SSE and Siemens share a commitment to a Net Zero future. Through this industry-leading partnership, SSE is exploring opportunities to decarbonise its existing CCGTs and develop new power stations capable of operating with hydrogen or fitted with emerging CCS technology.	
Spe	cific questions	or suggestions	
1	"Given that many debates have been had recently over flooding in the area, what support could SSE provide with making sure that local provisions are robust, especially when considering the additional need for a	We understand from our ongoing operation of Keadby 1 and construction of Keadby 2 that the area is susceptible to flooding if water levels are not properly managed. A detailed flood risk assessment will be prepared for the Keadby 3 project that considers all potential sources of flooding and how these need to be managed. It will consider the effects of other development in the area and also will	Work on assessing the potential for flood risk relating to the Proposed Development is ongoing in the preparation of the PEI Report and will be published at Stage 2 Consultation. This will include a draft of our Flood Risk Assessment. This will consider the impact of the water connection on flood risk and demonstrate that the water abstraction does not exacerbate local flood risks.





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
	water connection corridor? How might this impact on the current flood- risk assessment?"	use the latest Environment Agency flooding data and projections to take into account the future effects of climate change.	
2	"Will there be any additional pylons erected as a result of Keadby 3?"	Keadby 3 would connect to the existing National Grid sub-station adjacent to the plant meaning that we do not anticipate the need for additional overhead lines or pylons.	No change.
3	"Can you guarantee the air quality will not be any worse with Keadby 3?"	Keadby 3 is being designed to operate as a low carbon power station. In addition, power stations are strictly regulated to prevent unacceptable air quality effects, and for the DCO application we are carrying out an Air Quality Assessment to establish existing air quality, the potential impact of the facility and associated traffic and any mitigation measures. The stack location for the plant and the stack height will be determined from detailed dispersion modelling.	Work on assessing the air quality impact of the Proposed Development is ongoing in the preparation of the PEI Report and will be published at Stage 2 Consultation.
4	"What would be the implications	Hydrogen is not inherently more dangerous than other	The siting, layout, design, technology, and construction methods will





No.	Topic/Theme Heading	Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development following Stage 1 Consultation
	of a severe safety breach, i.e., explosion from hydrogen and gas? What radius would this impact on and would there be any warning systems in place?"	fuel sources. Hydrogen is flammable and must be handled with care, just like other flammable fuels. Safety measures for hydrogen generation and transportation facilities therefore are designed to be permanently leak proof, with flange connections designed especially for hydrogen and the number of detachable connections minimised. Furthermore, in buildings a steady air exchange is ensured, and facilities are equipped with safety valves and pressure reliefs.	ensure safe construction, commissioning and operation. This will be described further in our PEI Report at Stage 2 Consultation and in the DCO application. Safety is substantially regulated outside of the planning process such as through the Construction Design and Management Regulations, pipeline safety standards, Control of Major Accident Hazards (COMAH) Licencing and the Environmental Permit.
5	"Carbon Capture this end appears to work ok, not tried yet but exactly how and where to deposit the material?"	The Carbon Capture and Storage chain consists of three parts; capturing the carbon dioxide, transporting the carbon dioxide, and securely storing the carbon dioxide emissions underground, in depleted oil and gas fields or deep saline aquifer formations.	SSE Generation Limited will provide more explanation of the Zero Carbon Humber cluster and the anticipated geological storage location(s) within its Stage 2 consultation materials.

6.2 Outcomes for the SoCC and Stage 2 Consultation

6.2.1 We have reviewed the effectiveness, practicality, usage statistics, and specific feedback provided about the methods selected for Stage 1 Consultation. These will inform the drafting of the SoCC and the methods that we will use for Stage 2 Consultation as set out in Table 6.2 below.





Table 6.2: Stage 1 Community Response Impact on Consultation

	Feedback or statistic	How it was taken account of during Stage 1 Consultation and ahead of Stage 2 Consultation
1	The most interacted with exhibition board at the virtual public exhibition had 122 views.	This is comparable to or better than the number of attendees at a physical exhibition for a thermal power project (for example, SSE Generation Limited's Ferrybridge D CCGT project and Ferrybridge Multifuel 2 project had slightly fewer attendees at each "community centre" exhibition).
2	Three quarters of respondents to the feedback form stated that they were satisfied with the consultation methods and information available.	SSE Generation Limited has decided to use similar methods at Stage 2 consultation but with an increased overall time period for responses, greater use of webinars and Google Ads, and greater range of materials.
3	A total of 95% respondents to the feedback form had read the newsletter.	A newsletter will be used at Stage 2 consultation.
4	37% and 32% of respondents to the feedback form had visited the virtual public exhibition and the project website, respectively.	This is acceptable for the first stage of consultation before which awareness was low and the newsletter would be relied on substantially. SSE Generation Limited will promote the virtual exhibition more heavily, using Google Ads for a longer period. The project website is required by current temporary regulations and will be maintained.
5	48% of users found the project website and 47% of users found the virtual public exhibition by typing in the URL. 44% of project website visitors found it via a search engine.	Increased use of Google Ads along with improved recognition/awareness are expected to lead to increased 'referrals' from ads.
6	28% of visitors to the virtual public exhibition found it via Google Ads.	SSE Generation Limited will use Google Ads for a longer period at Stage 2 consultation.
7	A small number of visitors found the project website and virtual public	It is intended that greater use of Twitter will be used at Stage 2 consultation; however, it is not considered a key method for





	Feedback or statistic	How it was taken account of during Stage 1 Consultation and ahead of Stage 2 Consultation
	exhibition via social media.	engaging with local communities compared to the newsletter posting and the local targeting of Google Ads.
8	69% of visitors visited the virtual public exhibition on a desktop, 23% on mobile phone and 8% on tablets.	SSE Generation Limited will continue to ensure that its virtual exhibition and document download offering for Stage 2 consultation can be used on these categories of device.
9	Just 11 users used the chat function in the virtual public exhibition, while over 100 visited each of the exhibition boards	Live chat will not be used for Stage 2 consultation. Instead, visitors can leave a message ('ticket') that will be responded to by a member of the project team. Direct engagement with the project team will also be provided via 'webinars' comprising a presentation and a Q&A session at pre- arranged dates, advertised in advance.
10	Small number of reports during consultation that newsletters were not being received and a small number of reports of newsletters being received late.	A second mailout was undertaken and consultation was extended by a week in recognition of the potential inconvenience.
11	Newsletter detail was considered to be adequate by some, although others were looking for more information on topics including location of carbon capture pipes and specific processes.	SSE Generation Limited will provide more explanation of the Zero Carbon Humber cluster within its Stage 2 consultation materials. However, the locations and routes of pipes will be selected by and consulted on by the promoter, who is responsible for obtaining consents for these, rather than SSE Generation Limited and materials will make this clear.
12	The virtual public exhibition was considered to be an engaging way to present the information, although some less computer literate respondents suggested they preferred information	SSE Generation Limited will use the virtual exhibition room again but will also reuse the newsletter format and make paper copies available. Unfortunately, due to the ongoing coronavirus pandemic and risks to health it is not appropriate to hold physical events for Stage 2 consultation, but engagement with the project team will be provided by the addition of webinars (presentations with Q&A sessions via web





	Feedback or statistic	How it was taken account of during Stage 1 Consultation and ahead of Stage 2 Consultation
	in newsletters and at physical events.	meeting / telephone on dates advertised in advance).
13	Some users struggled to understand "jargon and acronyms".	SSE Generation Limited recognises that there are unfamiliar technological concepts inherent in the Proposed Development. While it is important to explain the technology proposed in a clear way and not oversimplify it, any acronyms will be explained where they are used, and diagrams will be provided. The Preliminary Environmental Information Report Non- Technical Summary will be made available in an attractive online format and will include a glossary of terms. The webinars will offer an opportunity to engage directly with the project team and ask questions, which will also be possible via the telephone line and e-mail address.





7.0 STATEMENT OF COMMUNITY CONSULTATION: PREPARATION AND CONSULTATION

- 7.1.1 This section sets out the approach that has been taken by SSE in the preparation of the Statement of Community Consultation ('SoCC'), the statutory consultation that has taken place with the Section 43(1) authorities on the SoCC, the feedback received, and the changes made to the SoCC. The preparation of the SoCC was informed by SSE's strategy for Stage 1 (see Section 4) and the outcomes of Stage 1 (see Section 6) and took place after the initial non-statutory consultation and engagement (see Section 5).
- 7.1.2 The SoCC was prepared and published by SSE Generation Limited.

7.2 Legislative requirements

- 7.2.1 Section 47 of the PA 2008 places a duty on those applying for a DCO to consult the local community. Subsection (1) requires the applicant to prepare a SoCC setting out how it proposes to consult people living within the vicinity of the land to which the application relates.
- 7.2.2 Subsection (2) goes on to state that in preparing the SoCC, the applicant must consult each local authority that is within Section 43(1) about what is to be in the statement. Section 43(1) states that a local authority is within this section if the land (to which the application relates) is in the authority's area. The Site lies wholly within the administrative area of NLC, a unitary authority. As such, SSE was only required to consult NLC on the preparation of its SoCC.
- 7.2.3 Section 47(3) states that the applicant must provide the Section 43(1) authorities with a period of 28 days beginning with the day after the day that the authority receives the draft SoCC in which to respond to the consultation, while subsection (5) requires the applicant to have regard to any response received before this deadline. The applicant must then make the SoCC available for inspection by the public and publish a notice in a newspaper circulating within the vicinity of the land to which the application relates, stating where and when the SoCC can be inspected (subsection (6)). Subsection (7) requires the consultation to be carried out in accordance with the proposals set out in the SoCC.

7.3 Content of SoCC

- 7.3.1 Section 47 requires the applicant to consult people "living within the vicinity" of the land to which the application relates. As noted earlier, the PA 2008 does not, however, define by what is meant by 'vicinity'.
- 7.3.2 The SoCC proposed a consultation zone-based approach, comprising an 'Inner Consultation Zone' ('ICZ') and an 'Outer Consultation Zone' ('OCZ') with the consultation methods varying for each zone. The use of the ICZ and OCZ was





based on the approach used at Stage 1, with identical extents and broadly similar methods.

- 7.3.3 The ICZ extended to around 2.5km around the boundary of the Proposed Development Site, broadly corresponding to the areas within which the Proposed Development may be visually prominent or could experience a perceptible temporary or ongoing increase in noise or traffic.
- 7.3.4 The OCZ extended to around 10km around the boundary of the Proposed Development Site and broadly corresponds to the majority of the zone of theoretical visibility ('ZTV') estimated for the Proposed Development based on the maximum built dimensions of the main items of plant and the stacks. It also corresponds to the area which could (without mitigation) experience air quality, traffic or socioeconomic effects or be interested in but unaffected by the Proposed Development.
- 7.3.5 The extent of the ICZ and OCZ defined in the SoCC are shown in **Figure 7.1** below.

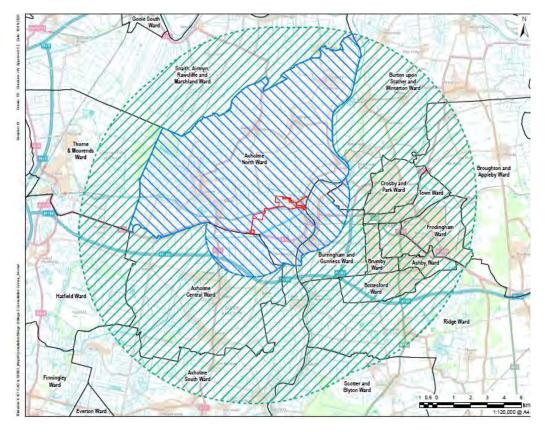


Figure 7.1: Consultation Zones in the SoCC

7.3.6 The draft SoCC set out a range of methods to be used to consult the local community. These included a virtual public exhibition, a mailout in the ICZ, public notices in well visited locations within the ICZ and notices/advertorials in newspapers or existing local newsletters circulating in both the ICZ and OCZ.





- 7.3.7 Consultation on the Proposed Development also largely coincided with the COVID-19 pandemic ('coronavirus'), a public health emergency which has affected all parts of life in the UK. Chapter 4 of the SoCC covered the SoCC's approach in response to the pandemic. The SoCC assumed, as a precaution, that social distancing will vary in form and span the entire pre-application period for the Proposed Development, along with the potential for recurrent prohibitions or advice against gatherings and some kinds of travel.
- 7.3.8 The SoCC was therefore "adaptive" meaning that it provided certainty on the overall consultation objectives, and the activities that would be carried out, but set out a range of methods by which each activity could be carried out. Generation Limited could therefore choose the most appropriate method(s) for each activity closer to the time of consultation, guided by the consultation objectives. Additional activities were also included to negate the impact of coronavirus on consultation engagement such as an increased web presence.
- 7.3.9 The outcomes of the Stage 1 Consultation also informed the SoCC in a number of ways, which are noted in **Table 6.2** above. For example, at Stage 1 three quarters of feedback from respondents stated they were satisfied with the consultation methods and information available, SSE Generation Limited therefore decided to use similar methods at Stage 2 consultation but increased the time period for responses, included greater use of webinars and Google Ads, and greater range of materials. Similarly, 95% of respondents stated that they had read the physical newsletter and so this method was also retained. Another outcome was the Preliminary Environmental Information Report Non-Technical Summary being made available in an interactive online format and including a glossary of terms, following respondents indicating that they struggled to understand acronyms and jargon.

7.4 Statutory Consultation on the draft SoCC

- 7.4.1 Prior to Statutory Consultation on the SoCC, on 24 September 2020, SSE Generation Limited sent NLC a summary of the consultation methods used at Stage 1 and ideas for Stage 2, requesting any initial comments. Initial comments were requested back by 2 October 2020, however, NLC did not respond with any comments. A copy of this email can be found at Appendix 7.1 and a copy of the Consultation Methods can be found at Appendix 7.2.
- 7.4.2 SSE Generation Limited then issued an initial draft of the SoCC pursuant to Section 47 to NLC on 13 October 2020 for statutory consultation. Comments were requested back by 11 November 2020, being 28 days after the day following the day it was received by NLC. A copy of the email sent to NLC can be found at **Appendix 7.3** and the consultation draft of the SoCC is provided at **Appendix 7.4**.
- 7.4.3 SSE Generation Limited sent NLC a reminder one week before the deadline for comments on 4 November 2020. A copy of this e-mail can be found at





Appendix 7.5. NLC did not respond with any comments on the statutory consultation of the draft SoCC.

7.4.4 However, in May 2021 NLC provided the Applicant with its written opinion that the SoCC used appropriate methods and that the various consultations carried out were legally adequate. This letter is enclosed at **Appendix 18.1**.

7.5 Publication of the SoCC Notice and Final SoCC

- 7.5.1 The SoCC was finalised after the statutory time period given to NLC for them to comment had expired. A copy of the final SoCC is provided at **Appendix 7.6**.
- 7.5.2 A SoCC Notice was subsequently published in local newspapers circulating within the vicinity of the Site as follows:

Newspaper	Date Notice Published	
Scunthorpe Telegraph	19 and 26 November 2020	
Doncaster Free Press	19 and 26 November 2020	
Goole/Selby/Epworth Times	19 and 26 November 2020	

Table 7.1: SoCC Newspaper Notices

- 7.5.3 Section 47 requires that the applicant makes the SoCC available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land. While ordinarily the Applicant would have deposited the SoCC both online and at physical locations it was considered in light of the ongoing COVID-19 pandemic inappropriate to include physical locations, while many of the usual locations that may have been used were closed to the public. The SoCC was therefore made available online. This approach was also promoted in temporary changes to the regulations set out in 'The Infrastructure Planning (Publication and Notification of Applications etc.) (Coronavirus) (Amendment) Regulations 2020', which were later made permanent¹³. Furthermore, the latest "Guidance on procedural requirements for major infrastructure projects" issued by the Ministry of Housing, Communities and Local Government in December 2020 stated that the above requirement can be met by making documents available for inspection online Notably, at the time of publication the UK was in a second national lockdown. The SoCC Notice, therefore, advised that the SoCC could be found online and confirmed that requests for a physical copy of the SoCC could be made by:
 - Website: At <u>https://www.ssethermal.com/keadby3;</u>
 - Post: By writing to FREEPOST KEADBY 3;



¹³ The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020



- Telephone: 0800 211 8194; or
- E-mail: By e-mailing <u>consultation@keadby3.co.uk</u>.
- 7.5.4 The SoCC Notice also contained details of the Virtual Public Exhibition and related Webinars in order to publicise these more widely. A courtesy email was sent to NLC informing them that the SoCC had been published on 20 November 2020.
- 7.5.5 The SoCC Notice template is provided at **Appendix 7.7** and copies of the SoCC Notice as it appeared in the local newspapers are provided at **Appendix 7.8**.







8.0 STAGE 2 CONSULTATION: IDENTIFYING CONSULTEES

8.1.1 This section explains how the Applicant identified those persons listed at Section 42 of the PA 2008 (the Section 42 Consultees) who there was a statutory duty to consult and confirms who was consulted. It also lists those other persons that there was no statutory duty to consult but who the Applicant considered should be consulted as they may be interested in the Proposed Development (the 'Non-prescribed consultees').

8.2 Section 42 'Duty to Consult'

- 8.2.1 Section 42 of the PA 2008 states that the applicant must consult the following (the following (the 'Section 42 Consultees') about a proposed application for a DCO:
 - Section 41(a) such persons as may be prescribed.
 - Section 42 (aa) the Marine Management Organisation, in any case where the project would affect, or would be likely to affect, any of the areas specific in subsection (e.g., tidal, or offshore areas).
 - Section 42(b) each local authority that is within Section 43.
 - Section 42(c) the Greater London Authority if the land is in Greater London. This is not relevant to the Proposed Development and is therefore not considered further in this section.
 - Section 42(d) each person who is within one or more of the categories set out in Section 44.

Section 42(a) – Such persons as may be prescribed

- 8.2.2 'Such persons as may be prescribed' (hereafter referred to as 'Prescribed Consultees') were identified by reference to Schedule 1 of the APFP Regulations (as amended), which lists all prescribed consultees and the circumstances when they must be consulted about a proposed application for a DCO.
- 8.2.3 In addition, the Applicant has had regard to the Planning Inspectorate's Advice Note 3 'EIA consultation and notification' (August 2017), which provides advice and guidance on the identification of prescribed consultees. In identifying those to consult, the Applicant applied the 'Circumstances Test' set out in Annex 1 of Advice Note 3. Where there was uncertainty or doubt as whether or not to include a consultee, the Applicant erred on the side of caution and included that consultee on the list of those to be consulted.
- 8.2.4 In identifying prescribed consultees, the Applicant also reviewed the list provided by the PINS dated 25 June 2020 (which followed a Regulation 8 notification by SSE Generation Limited dated 15 May 2020) under EIA Regulation 11(1)(b) (prescribed consultation bodies). No non-prescribed





consultees were identified by the PINS. More information about the EIA consultation is provided in **Section 14**.

8.2.5 The table at Appendix 8.1 lists all of the Prescribed Consultees from Schedule 1 of the APFP Regulations (as amended) and identifies those that were consulted pursuant to Section 42 and the date on which they were consulted. This includes Statutory Undertakers who were identified with reference to Annex 1 of the Planning Inspectorate's Advice Note 3. In addition, the Applicant's land agents were instructed to identify statutory undertakers who may have apparatus and/or land interests either within or adjoining the Site. Appendix 8.2 confirms why certain Prescribed Consultees were not consulted.

Section 42(b) – Each local authority that is within Section 43

- 8.2.6 The relevant local authorities to consult were identified by applying Section 43, subsections (1), (2) and (2A).
- 8.2.7 Section 43(1) confirms that a local authority is within Section 43 if the land (to which the application relates) is in that authority's area.
- 8.2.8 Section 43(2) goes on to state that a local authority (the 'A' authority) is within the section if:
 - (a) the land is in the area of another authority (the 'B' authority);
 - (aa) 'B' is a unitary council or a lower tier district council; and
 - (b) any part of the boundary of 'A's' area is also part of the boundary of B's area.
- 8.2.9 Subsection (2A) states that if the land is within the area of an upper-tier county council (a 'C' authority), a local authority (a 'D' authority) is within the section if:
 - (a) 'D' is not a lower-tier district council¹⁴; and
 - (b) any part of the boundary of 'D's' area is also part of the boundary of 'C's' area.
- 8.2.10 The relevant local authorities for the purposes of Section 43 and the Proposed Development are set out in **Table 8.1** along with the dates on which they were consulted.



¹⁴ That is, not a district council which lies within a county council area. This includes unitary authorities, metropolitan district councils which do not lie within a county council area, and National Park authorities.



Authority	Category(ies) of authority	Date consulted
North Lincolnshire Council	В	24 November 2020
East Riding of Yorkshire Council	A	24 November 2020
Lincolnshire County Council	A	24 November 2020
Doncaster Metropolitan Borough Council	A	24 November 2020
Nottinghamshire County Council	A	24 November 2020
North East Lincolnshire Council	A	24 November 2020
Bassetlaw District Council	A	24 November 2020
West Lindsey District Council	A	24 November 2020

8.2.11 Maps showing the boundaries of the above local authorities relative to the location of the Site are provided at **Appendix 8.3**.

<u>Section 42(d) – Each person in one or more of the categories set out in</u> Section 44

- 8.2.12 Section 44 defines the categories of persons to be consulted for the purposes of Section 42(d). These are as follows:
 - Category 1 an owner, lessee, tenant (whatever the tenancy period) or occupier of the land.
 - Category 2 a person interested in the land, or who has the power to sell and convey the land, or to release the land.
 - Category 3 if the applicant thinks that, if the DCO were to be made and fully implemented, the person would or might be entitled (a) as a result of the implementing of the order, (b) as a result of the order having been implemented, or (c) as a result of use of the land once the order has been implemented, to make a relevant claim.

8.2.13 A 'relevant claim' is defined by Section 44(6) as meaning:





- (a) a claim under Section 10 of the Compulsory Purchase Act 1965 (compensation where satisfaction not made for the taking, or injurious affection, of land subject to compulsory purchase);
- (b) a claim under Part 1 of the Land Compensation Act 1973 (compensation for depreciation of land value by physical factors cause by use of public works); and
- (c) a claim under Section 152(3) of the PA 2008 (compensation in case where no right to claim in nuisance).
- 8.2.14 Section 44 places a duty on the applicant to make 'diligent inquiry' as to the identification of Category 1, 2, or 3 persons (the 'Section 44 persons'). The term 'diligent inquiry' is not defined in the PA 2008 itself, but it sets a threshold of inquiry to allow the termination of that inquiry when reasonable and recognised avenues of research have been exhausted. The Applicant also had regard to the Planning Inspectorate's Advice Note 4 'Section 52' (March 2017) which provides useful information on diligent inquiry.
- 8.2.15 The Applicants' land referencing company employed a number of methods to identify Section 44 persons taking account of best practice and relevant guidance, including PINS Advice Note 4 'Section 52' (March 2017). Methods included the issue of RFI letters and confirmation schedules to potentially affect landowners/occupiers; searches at the Land Registry; review of legal title reports; Companies House and Electoral Roll searches; searches for registered correspondence to the relevant address (where appropriate); site visits; and discussions with known owners/occupiers, amongst others.
- 8.2.16 Where an interest remained in 'unknown' ownership or where it was not clear whether an interest existed or not (in each case following diligent inquiry), the Applicant posted a site notice on or close to the land in question as part of the Stage 2 Consultation. The notices were secured in place by cable ties and monitored weekly. The standard monitoring period would be 6 weeks for general notices, whereas unregistered site notices were left up for longer where needed. Where notices were removed or damaged before the end of the monitoring period they were replaced, and at the end of the monitoring period the notices and cable ties were taken down and removed.
- 8.2.17 The other consultation methods employed (including local and national newspaper adverts / notices, press releases and posters) also had the potential to notify those interested in the relevant land of the Proposed Development.
- 8.2.18 It is important to note that the Applicants' land referencing company continued with their methods seeking to identify Section 44 persons throughout the preapplication stage, in order to ensure the greatest possible chance of identifying people who may be relevant, and where additional Section 44 persons were identified they were consulted in accordance with Section 42.





- 8.2.19 Based on the identification of sensitive receptors (including residential properties) by the Applicants' environmental consultants in the vicinity of the Site (as proposed prior to Stage 2), together with an appraisal of potential nuisance effects such as noise, vibration and dust generation during construction and operation of the Proposed Development, no potential claimants were identified who could potentially make a 'relevant claim' (such as pursuant to Part 1 of the Land Compensation Act 1973) due to those factors.
- 8.2.20 The Applicants' land referencing company identified various parties with interests in land who have potential Category 3 interests, in particular parties who rely on roads which are within the Site boundary (and who don't own land within the Site) and whose access could be affected by the Proposed Development. Examples include parties who use Chapel Lane to access the Vazon Bridge area. These parties have been included in relevant plots in the Book of Reference (Document Ref. 3.1) in Parts 1 and 2 (as relevant) as occupiers (in respect of access) or parties benefitting from a right of access.
- 8.2.21 The list of Section 44 persons for Stage 2 Consultation is included at **Appendix 8.4**.

'Non-prescribed' Consultees and Landowners

- 8.2.22 As confirmed above, the Applicant took the decision to consult a number of non-prescribed consultees, who, although there was no statutory duty to consult, it was considered may be interested in the Proposed Development. These non-prescribed consultees were consulted at the start of the Section 42 Consultation on 24 November 2020. These non-prescribed consultees were consulted in the same manner and provided with the same information as the Section 42 consultees.
- 8.2.23 The non-prescribed consultees consisted of the Lincolnshire Wildlife Trust, the Greater Lincolnshire Local Enterprise Partnership, and the Lincolnshire Wolds Area of Outstanding Natural Beauty, which is not run by a Conservation Board and therefore not a statutory consultee.
- 8.2.24 The non-prescribed consultees who were consulted are listed in the table at **Appendix 8.5**.

8.3 Section 47 'Duty to Consult Local Community'

8.3.1 Section 47 of the PA 2008 places a duty on the applicant to consult the local community, that is, the people living within the vicinity of the land to which the application for a DCO relates. The Applicant's approach to consulting the local community is set out in **Section 3**, **Section 4**, and **Section 7** and in the publicised SoCC at **Appendix 7.6**. This duty is covered in **Section 11**.







8.4 Section 48 'Duty to Publicise'

8.4.1 Section 48 of the PA 2008 places a duty on the applicant to publicise a proposed application for a DCO in the 'prescribed manner'. Section 48 and the associated APFP Regulation (Regulation 4) (as amended) do not require SSE Generation Limited to identify particular consultees, and this duty is not therefore covered further in this section but is covered in **Section 12**.







9.0 STAGE 2 CONSULTATION: SECTION 42 'DUTY TO CONSULT'

- 9.1.1 This section sets out the Statutory Consultation carried out by SSE Generation Limited as part of the Stage 2 Consultation in accordance with Section 42 'Duty to consult' of the PA 2008. The Stage 2 Consultation took place from 24 November 2020 to 20 January 2021.
- 9.1.2 As mentioned in Section 8, at the same time as consulting persons under Section 42, SSE Generation Limited also consulted a number of other persons (non-prescribed persons) who, while there was no statutory duty to consult, it was considered may be interested in the Proposed Development.

9.2 Who was consulted?

- 9.2.1 The Section 42 consultation involved SSE Generation Limited consulting the 'Prescribed Persons' (Section 8, Appendix 8.1), the relevant local authorities under Section 43 (Section 8, Table 8.1) and persons/land ownership interests falling within Categories 1, 2 and 3 of Section 44 (Section 8 and Appendix 8.4). These consultees are collectively referred to as the 'Section 42 Consultees'.
- 9.2.2 Consistent with the Applicant's objective to consult widely on the Proposed Development, a number of non-prescribed persons (Section 8 and Appendix 8.5) were also consulted. These persons were consulted in the same manner and provided with access to the same information as the Section 42 consultees.
- 9.2.3 In total, 145 prescribed persons, relevant local authorities, relevant statutory undertakers, land ownership interests and Non-prescribed consultees were consulted. For some of these persons SSE Generation Limited sent consultation packs to multiple addresses, for example, where there were both national and local offices or a number of departments within the same organisation.

9.3 How they were consulted

9.3.1 Due to the coronavirus pandemic that was ongoing at the time, SSE Generation Limited sought to avoid posting letters and other information wherever possible, including during the Section 42 consultation. Several weeks prior to the Section 42 consultation SSE Generation Limited therefore made email contact (where email addresses were available) with all prescribed persons, relevant local authorities, relevant statutory undertakers, and non-prescribed persons requesting that they confirm or provide an email address for electronic service of notices related to Keadby 3 in accordance with Section 229(1)(e) of the Planning Act 2008. These email addresses were a mixture of addresses taken from previous correspondence relating to the Proposed Development, previous correspondence relating to similar projects, the PINS list of prescribed consultees and organisation websites.







- 9.3.2 The initial email was sent on 20 October 2020 and requested confirmation by 3 November 2020. An example of an email that was sent out is included at **Appendix 9.1**. Where a response had not been received by 30 October 2020 a remainder email was sent. An example of the remainder email can be found at **Appendix 9.2**.
- 9.3.3 A similar exercise was carried out to confirm email addresses with land ownership interests.
- 9.3.4 The consultees (both prescribed and non-prescribed) were then sent: a consultation letter by email where an email address had been confirmed under the procedure outlined above; by Royal Mail first class delivery where no email address was available; or by both email and Royal Mail first class delivery where SSE Generation Limited had an email address for a consultee but had not received confirmation under the procedure outlined above to be sure that it could be used for electronic service. Postal service was carried out on 23 November 2020 while e-mails were sent on 24 November 2020. 'Signed for' delivery was not used because Royal Mail ceased obtaining signatures for items since March 2020 and provides fairly limited proof of delivery.
- 9.3.5 A total of 63 recipients were sent letters via email, 45 recipients were sent letters via post and 37 recipients were sent letters via both methods.
- 9.3.6 The letters explained why each consultee was being consulted, provided background information on the Proposed Development, summarised its main components and invited comments and feedback to be submitted before 5pm on 20 January 2021. The total period of consultation (56 days) exceeded the minimum period (28 days from the day after the day of receipt of the consultation documents) required pursuant to Section 45.
- 9.3.7 Postal service (with letter and location plan in paper copy, and other consultation documents provided on a USB device) were used for the minority of persons who had not given an e-mail address. Post was sent by Royal Mail first class on 23 November 2020.
- 9.3.8 E-mail service on 24 November 2020 (with letter and location plan PDF attachments, Section 48 notice in the case of EIA consultees, and other consultation documents provided via a link to a secure fileshare website) was used for those persons who had given their e-mail addresses, being the majority of Section 42 consultees.
- 9.3.9 Some consultees were also required to be sent a copy of the Section 48 Notice according to EIA Regulation 11 (covered in **Section 12**) and where this was the case SSE Generation Limited sent a Section 42 letter which also covered off this requirement (examples of both types of Section 42 letter, along with the Section 44 and non-prescribed consultee letters from this mailout are included at **Appendix 9.3** and an example e-mail is included at **Appendix 9.4**).







9.3.10 A further remainder e-mail was sent to all consultees for which SSE Generation Limited had e-mail addresses, confirmed and unconfirmed, at 2pm on 19 January 2020 to remind them that they had just over 24 hours to submit comments or representations before the deadline. An example e-mail is included at **Appendix 9.5**.

9.4 How could feedback be provided/deadline for comments

- 9.4.1 The Section 42 consultation letters advised of a variety of ways in which consultees could respond, which were as follows:
 - E-mail: <u>consultation@keadby3.co.uk</u>
 - **Post:** FREEPOST KEADBY 3
 - **Telephone:** Freephone 0800 211 8194 (A voicemail-based service that could be called 24/7)
- 9.4.2 The letters clearly stated that the deadline for the receipt of responses was 20 January 2021; therefore, providing people with well in excess of the 28 days to respond as required by Section 45 and allowing for the three public holiday days over the festive period.

9.5 Response to the Consultation

- 9.5.1 A total of 41 consultees responded to the Section 42 consultation. Of the responses received, approximately 24 raised specific comments/issues on the Proposed Development or requested further information, with the remainder either confirming that the consultee had no comments to make or merely acknowledging receipt of the consultation letter and documents, including automated responses.
- 9.5.2 The responses received to the consultation are provided at **Appendix 9.6**. SSE Generation Limited followed these up by setting up meetings and engaging in technical discussions as appropriate.
- 9.5.3 A summary of the issues raised by consultees and the response by SSE Generation Limited or the change to the scheme, along with where consultees confirming they did not wish to make representations, is provided in **Table 16.2** in **Section 16** (and is therefore not repeated here).

9.6 Compliance with Section 42

9.6.1 There were no matters relating to compliance during the Stage 2 (Section 42) Consultation.





9.7 Summary

- 9.7.1 In light of the above, it is considered that the Stage 2 (Section 42) Consultation undertaken has complied with the requirements of the PA 2008 which are set out in **Section 2** at **Table 2.1**.
- 9.7.2 In May 2021 the host local authority provided the Applicant with its interim opinion that the various consultations carried out for the Proposed Development, including under Section 42, were legally adequate and acceptable. This letter is enclosed at **Appendix 18.1**.







10.0 STAGE 2 CONSULTATION: SECTION 46 'DUTY TO NOTIFY SECRETARY OF STATE OF THE PROPOSED APPLICATION'

- 10.1.1 Section 46 of the PA 2008 places a duty on the applicant for a DCO to notify the SoS of the Section 42 consultation that it is to carry out. The applicant must comply with this requirement either before or at the same time as commencing the Section 42 consultation. In doing so, the applicant must send to the SoS the same information that is to provide to the Section 42 consultees.
- 10.1.2 Section 46 of the PA 2008 places a duty on the applicant for a DCO to notify the SoS of the Section 42 consultation that it is to carry out. The applicant must comply with this requirement either before or at the same time as commencing the Section 42 consultation. In doing so, the applicant must send to the SoS the same information that is provided to the Section 42 consultees.
- 10.1.3 In accordance with Section 46, the Planning Inspectorate was notified of the start of the Section 42 Consultation by SSE Generation Limited by letter (sent by e-mail in common with the majority of S42 consultation letters) on 23 November 2020.
- 10.1.4 The letter was accompanied by sample letters (PDFs) used for each type of Section 42 consultee, the secure fileshare link used for e-mail service, and the Location Plan and Section 48 notice PDF attachments that were to be sent in the e-mail service. A copy of the Section 46 Notification is provided at **Appendix 10.1**.
- 10.1.5 The Planning Inspectorate acknowledged receipt of the Section 46 notification by email on 1 December 2020 and by letter on 2 December 2020 (sent by email). A copy of the Planning Inspectorate letter is provided at **Appendix 10.2**.
- 10.1.6 SSE Generation Limited therefore complied with Section 46 of the PA 2008 for this section of the Consultation.







11.0 STAGE 2 CONSULTATION: SECTION 47 'DUTY TO CONSULT LOCAL COMMUNITY'

- 11.1.1 This section sets out the local community consultation carried out by SSE Generation Ltd as part of the Stage 2 Consultation in accordance with Section 47 'Duty to consult local community' of the PA 2008. This consultation was undertaken in accordance with the approach and methods set out in the SoCC. The compliance of the consultation with the SoCC is considered further below.
- 11.1.2 The Stage 2 Consultation took place from 24 November 2020 to 20 January 2021. The primary purpose of the consultation was to seek views on the Proposed Development and to update the local community on the progress that had been made on the Proposed Development, including what had changed since Stage 1 Consultation. The Stage 2 Consultation constituted SSE Generation Limited's statutory consultation pursuant to Section 47.

11.2 Who was consulted?

- 11.2.1 A consultation newsletter was sent to 4,584 residential and business addresses within the ICZ. The letter drop was carried out by a specialist delivery company. The letter was also set to local political representatives. For more detail on how people were consulted, please see 'how were they consulted?' below.
- 11.2.2 A number of adverts were also placed in local newspapers advertising the consultation. These newspapers are circulated across (and beyond) the OCZ and these ensured that people beyond the ICZ were made aware of the consultation. A number of other methods were employed to advertise the consultation. These are explained further below.

11.3 How were they consulted?

- 11.3.1 As anticipated in the SoCC, the Stage 2 Consultation was carried out during the COVID-19 pandemic, beginning in second national lockdown, through a tiered system and concluding in the third national lockdown. Consequently, a number of changes were adopted in Section 4 of the SoCC to ensure the consultation was safe, this included compliance with the temporarily amended APFP Regulations to remove the requirement from applicants (such as SSE) to deposit consultation documents such as the PEI Report and plans at physical locations for inspection.
- 11.3.2 The local community was via a wide range of methods as outlined in the SoCC. Specific details can be found under the relevant headings below.

Newsletters

11.3.3 Newsletters were sent to all addresses within the ICZ (as defined in Section 7.10). The newsletters were posted on 19 November to 4,584 properties. The newsletters were 8 pages long and duplicated the information that could be





found on the exhibition boards in the virtual exhibition as it was noted during the Stage 1 Consultation that a number of respondents relied on the information in the newsletter alone. They came in a package that included a freepost envelope, a feedback form, and an information sheet on Zero Carbon: Humber. The consultation packs also included an overview of the NSIP process taken from the back of Advice Note 8 (Preparation and Submission of Application Documents)¹⁵. A proof of the newsletter along with photographs of the full package included with it are included at **Appendix 11.1**.

Online Advertisements

11.3.4 Google Ads were designed containing simple messaging and a link through to the virtual public exhibition and were specifically displayed to local IP addresses for internet users within the ICZ and OCZs. The same 10-mile radius was used as in the June campaign for Stage 1 Consultation. The Ads created a total of 3.5 million impressions, meaning the adverts were seen 3.5 million times and the adverts received a total 19,000 clicks, meaning people clicking the ad to visit our pages, leading to a click through rate ('CTR') of 0.54% (percentage of clicks per impressions). This represents a significantly greater number of impressions and clicks than Stage 1, during which there were 1.8 million and 7,700 respectively, and a greater CTR, which was 0.43%. The full Google Ads analytics can be found at **Appendix 11.2**.

Newspaper Notices

- 11.3.5 As mentioned above, SoCC Notices were posted in the Scunthorpe Telegraph, Goole Times, Selby Times, Epworth Times, and the Doncaster Free Press (included at **Appendix 7.8**) which also provided information about the virtual exhibition.
- 11.3.6 Furthermore, non-statutory notices advertising the consultation were posted in the same newspapers on 3 December 2020 and 31 December 2020 (these are included at **Appendix 11.3**)

Project Website and Virtual Public Exhibition

11.3.7 A dedicated Stage 2 Consultation page on the Project Website, including electronic versions of all consultation documents for download, which also linked to the Virtual Public Exhibition (screenshots taken of the project website are included at **Appendix 11.4** and the Virtual Exhibition Landing page is included at **Appendix 11.5** with the Virtual Consultation Boards at **Appendix**



¹⁵ Planning Inspectorate (2017b) Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others <u>https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8.0.pdf</u>



11.6). Both the Project Website and Virtual Public Exhibition are described in more detail below.

Public Webinars

- 11.3.8 Six consultation webinars were held in two tranches, one during December 2020 and the other in January 2021, details of which were advertised in the community mail out and newspaper notices. The webinars allowed anyone to join via a link to Microsoft Teams (opening in browser for those without this program installed) without the need for pre-booking and the link remained open to late arrivals. Each webinar would consist of a prepared presentation on the Keadby 3 Project followed by an opportunity for attendees to ask questions and provide comments. Consultation webinars were held during the following dates/times:
 - Tuesday 01 December 2020 14:00 20:00
 - Thursday 03 December 2020 10:00 12:00
 - Monday 07 December 2020 15:00 17:00
 - Wednesday 09 December 2020 10:00 12:00
 - Wednesday 06 January 2021 13:00 15:00
 - Friday 08 January 2021 10:00 12:00

<u>Notices</u>

11.3.9 Section 48 notices along with site location plans were erected at 6 locations around the site boundary in November 2020 and monitored weekly. This was done alongside notices displayed as part of land referencing efforts to identify the owners of unregistered land. The Section 48 notice and site location plan along with a map of the locations at which they were displayed (described on the map as 'General') are included at **Appendix 11.7**.

Press Release

11.3.10 A Press Release was issued on 25 November 2020 to local media, including the Scunthorpe Telegraph, Goole/Epworth/Selby Times, and the Doncaster Free Press, and published on the SSE Thermal website. A copy of the Press Release is included at **Appendix 11.8**.

11.4 Project Website – Stage 2

11.4.1 The Project Website for Keadby 3 was updated to reflect the Stage 2 Consultation. The update provided easy to access links to consultation materials, and an alternative means to view all of the consultation documentation from the Virtual Exhibition. The Website contained information regarding the consultation timescales, with links to both the Virtual Exhibition





(see **Section 11.11**) and the Keadby 3 online feedback form, where users could submit their comments on the proposals.

11.4.2 Visitors were also able to view and download the Stage 2 newsletter, Virtual Exhibition consultation boards, PEI Report and PEI Report Non-Technical Summary (NTS). The Project Website and information listed here can be accessed via the following link:

http://www.ssethermal.com/keadby3

11.4.3 Screenshots of the Project Website, including the content available to view/download for users is shown at **Appendix 11.4**.

11.5 Virtual Exhibition

11.5.1 The Virtual Exhibition Room, as advertised on the methods outlined in Section 11.6, contained user friendly access to a number of consultation material for the Keadby 3 Project. Users were able to explore and look around the virtual room by dragging their curser in any direction and selecting yellow icons next to information boards, videos, and other signposts. All information contained in the Virtual Exhibition room was displayed on the user's browser via embedded PDFs and YouTube videos. A screenshot of the Virtual exhibition landing page is contained at **Appendix 11.5** and an archived version of the Site itself can be found at the following link:

https://keadby3.consultation.ai/?aecomstaging

- 11.5.2 The information provided in the Virtual Exhibition for Stage 2 provided the local community and stakeholders with more detailed information on the Proposed Development (relative to that provided at the Stage 1 Consultation). The information included the following:
 - A welcome video describing the Project and how to use the Virtual Exhibition;
 - A virtual desk at the centre of the room containing four clear links to the following project information:
 - PEI Report & PEI Report NTS (included a digital NTS, information on which is included at paragraph 16.6);
 - o Location Plan;
 - SoCC; and
 - Frequently Asked Questions (FAQs) Document.
 - Eight consultation information boards (the 'Consultation Boards') located clockwise around the virtual exhibition room. A description of the these, their titles and information provided is detailed in Section 11.12 below.
 - Information panel where users could find links to the webinars including their upcoming dates/times;





- Information panel where users can submit their feedback on the Project (the Online Feedback Form is included at **Appendix 11.9**;
- A video showing drone footage of the Site, the video digitally signposts the key locations of proposed plant and infrastructure for Keadby 3 from the air.
- 11.5.3 The Consultation Boards presented in the Virtual Exhibition were prepared collaboratively by the project team and technical authors and covered the following:
 - Introduction
 - What is Keadby 3?
 - Project Components
 - What has changed since your Stage 1 Consultation?
 - Construction
 - Design
 - Further Information & Next Steps on the DCO Application Process
 - Meet the Team
- 11.5.4 The Consultation Boards (as listed out above) included confirmation of work undertaken to develop the proposals in the PEI Report, including the changes and decisions made since the Stage 1 Consultation and several potential changes yet to be decided on (which participants were encouraged express their opinion on). These are summarised as follows (the below are featured as part of the Consultation Boards):
 - **Fuel Supply** the selection of natural gas with post-combustion carbon capture to be deployed instead of hydrogen as the fuel supply. The Project would connect to the existing natural gas pipeline supplying the Keadby site, and export carbon dioxide to third party pipeline infrastructure;
 - **Layout** the selection of a layout which avoids plant rich habitats on part of the SSE landholding;
 - **Cooling Towers** the selection of hybrid cooling towers over air cooled condensers;
 - Access consideration of different options for the operational access, from between the existing power station access and the A18 Pilfrey Bridge route (previously just used as construction access for Keadby 2 and Keadby Wind Farm); and
 - **Design** –various building finishes and boundary treatment concepts outlined on the boards which were under consideration.





11.5.5 A copy of the consultation information boards located around the Virtual Exhibition room are located at **Appendix 11.6.** The full PEI Report can be view at:

www.ssethermal.com//keadby3/

11.6 Other Methods

- 11.6.1 Emails were sent to local political representatives (including local councillors, parish councillors and relevant Members of Parliament) on 23 November 2020 and again on 6 January 2021. The local representatives included the Axholme North Ward Councillors and the Parish/Town Councils of Keadby with Althorpe, Crowle and Eland, Luddington and Haldenby, Amcotts, Eastoft, Burringham, Gunness and Garthorpe and Fockerby. Example emails can be found at **Appendix 11.10**.
- 11.6.2 In addition to the Public Webinars which were held through the Virtual Public Exhibition webinars were held with Keadby Parish Council on 26 November 2020 and Amcotts Parish Council on the evening of 20 January 2021 (the webinar with Amcotts Parish Council was held after the consultation deadline but had been originally offered during the consultation period).
- 11.6.3 A number of social media posts relating to the Keadby 3 project were made by SSE Thermal's Twitter account (@SSEThermal) over the course of the consultation period, additionally a further post was made by SSE's main Twitter account (@SSE) which also retweeted one of the @SSEThermal tweets. These were related to 2021 United Nations Climate Change Conference, known as COP26, and although they did not specifically refer to the ongoing consultation, they did raise awareness of the project itself. Screenshots of these tweets can be found at (**Appendix 11.11**)
- 11.6.4 Correspondence was also sent on 24 November 2020 to all Stage 1 respondents who had previously left their details and requested to be updated about the project. This was sent via email or post, depending on whether they had left an email or postal address.

11.7 How could feedback be provided/deadline for comments?

- Post: 'FREEPOST Keadby 3';
- Email: <u>consultation@keadby3.co.uk;</u>
- Phone: 08002118194 (callers were advised to leave a message and their name); and
- Online Feedback Form accessible via both the Project Website and the Virtual Exhibition.
- 11.7.1 A copy of the online feedback form is included at **Appendix 11.9**.





11.8 Response to the Consultation

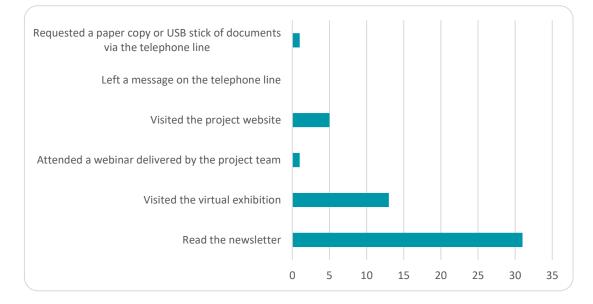
- 11.8.1 Website analytics showed that a total of 1,384 users visited the Virtual Exhibition during the course of the consultation, resulting in a total of 6,254 page views, almost 50% more page views than the 4,264 received during the Stage 1 Consultation. The average number of sessions per user was 1.36, meaning that some users made multiple visits. The average pages each visitor viewed per session was 3.32 and the average session time was 1 minute and 58 seconds.
- 11.8.2 Each of the virtual exhibition boards was visited at least 311 times, with the least visited the "8. Meet the Team" exhibition board and the most visited the "What is Keadby 3?" exhibition board, which was visited 618 times These statistics are considered comparable to the number of people who may stop and read an individual exhibition board during a series of public exhibitions. The "Indicative DCO Site Location Plan" was visited 205 times while the "View Live Webinars," "Welcome from SSE" and "Keadby 3 Drone Video Visualisation" were all visited over 100 times each. During the Stage 1 Consultation the most visited virtual exhibition board received just 122 interactions, this large increase suggests that the Stage 2 Consultation was significantly more successful in engaging with more of the community.
- 11.8.3 The project webpage was less popular than the virtual exhibition, as it was during Stage 1 consultation, receiving a total of 777 page views. The majority of these views came from search engines like Google and Bing (56% in total) while significant numbers came via direct address (21%) and the SSE website (13%). The PEI Report Non-Technical Summary was downloaded 15 times while other documents were downloaded between 4 and 10 times.
- 11.8.4 Copies of the virtual exhibition and project website analytics can be found at **Appendix 11.12**.
- 11.8.5 A total of 38 respondents filled in online or physical feedback forms. The feedback forms featured a total of 6 questions, some of which were broken into two parts, featuring both multiple choice and more open-ended questions.
- 11.8.6 The Applicant received 10 online feedback forms and 28 physical feedback forms by post. Physical feedback forms were then inputted into the online feedback form for the purposes of data analysis. A total of 8 online feedback forms and 13 physical feedback forms were received during Stage 1 consultation. The increase in responses suggests that Stage 2 Consultation was successful in engaging more of the community and that it provided more detailed information so that more people felt able to provide feedback on it.
- 11.8.7 Question 1 was a multiple-choice question which asked respondents "Which of our consultation methods have you used? Please tick all that apply." A total of 36 respondents answered this question. As demonstrated in Figure 11.1, the vast majority of respondents read the newsletter that was posted in the local area (86%), just over a third visited the virtual exhibition (36%) and 5





respondents (14%) visited the project website. During Stage 1 Consultation similar proportions used the newsletter and virtual exhibition, 91% and 37% respectively, but 32% used the project website. This decrease could be because the Google Adverts clicked through directly to the virtual exhibition. Single respondents also attended a webinar delivered by the project team and requested a paper copy or USB stick of documents via the telephone line. No respondents selected that they left a message on the telephone line and 3 respondents skipped this question.

Figure 11.1: Stage 2 Consultation – Response to "Which of our consultation methods have you used?" Please tick all that apply.



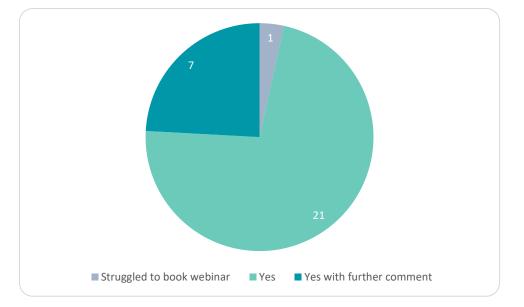
11.8.8 Question 2 was an open question which asked respondents *"Are you happy with the methods available and were able to find the information you wanted?"* A total of 29 respondents answered this question. As demonstrated in **Figure 11.2**, one respondent stated that they had struggled to book a webinar but the remaining 97% who answered the question responded with "yes". A further 24% of the total respondents who answered this question left a further comment specifically praising the newsletter, virtual exhibition, or overall quality of information available. A total of 11 respondents left this question blank. During Stage 1 Consultation, 75% of respondents stated they were happy with the consultation materials provided while 25% said they were not. The figures from the Stage 2 consultation represent a significant improvement to near perfect levels of satisfaction. This demonstrates that the more detailed material provided during the Stage 1 Consultation, gave the vast majority of respondents the information they desired and, in several cases, attracted specific praise.







Figure 11.2: Stage 2 Consultation – Response to "Are you happy with the methods available and were you able to find the information you wanted?"



11.8.9 Question 3 was a multiple-choice question which asked respondents *"Which are your priorities for the planning of Keadby 3? Please tick all that apply."* A total of 36 respondents answered this question. The results are demonstrated in **Figure 11.3** below.

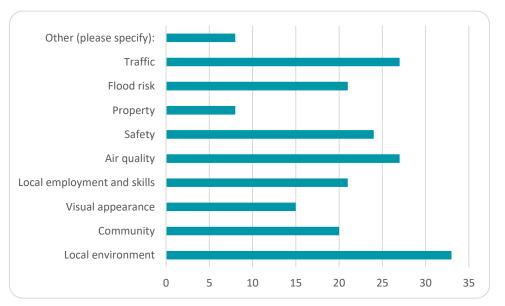


Figure 11.3: Stage 2 Consultation – Response to "Which are your priorities for the planning of Keadby 3?" Please tick all that apply.

11.8.10 Almost all respondents who answered the question selected Local Environment (97%), 79% selected Air Quality, 79% selected Traffic, 71% selected Safety, 62% selected Local Employment and Skills, 62% selected





Flood Risk, 59% selected Community, 44% selected Visual Appearance, 24% selected Property, and 24% selected Other. A total of 4 respondents skipped this question.

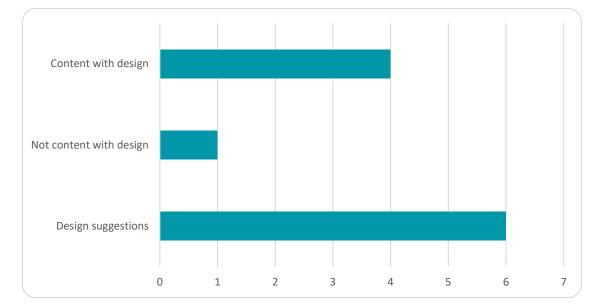
- 11.8.11 Of those who selected "Other" a number used the "Please specify" box to raise concerns which repeated the possible boxes ticked above (i.e., Traffic, Flood Risk, Safety) and these have therefore been contained within those categories. The remainder wrote in the following priorities:
 - The storage of captured carbon;
 - Light pollution;
 - Production of hydrogen;
 - Nationality of workers, carbon capture before 2025 (the point at which the respondent states the Prime Minister has predicted carbon capture will come online) and potential conflict of interest with wind farms and solar farms;
 - Lifespan of the power station and frequency of outages;
 - Light and noise pollution;
 - Light pollution.
- 11.8.12 Question 4 asked respondents "Do you have any comments about our design ideas for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 3?" A total of 30 respondents answered this question.
- 11.8.13 A total of 13% of respondents approved of the design while one respondent (3%) described it as an "eyesore" and others left suggestions of how to improve the final design such as including murals, avoiding bland colours and stepped colouring. Other responses referred to specific aspects of the design such as water abstraction and connecting the CCS to Keadby 2. The design related responses are demonstrated in **Figure 11.4** below.







Figure 11.4: Stage 2 Consultation - Design Responses to "Do you have any comments about our design ideas for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 3?"

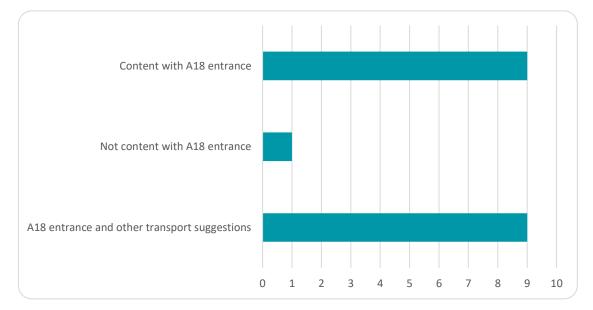


11.8.14 Regarding the A18 access 30% of respondents left comments stating that they approved of the A18 access, largely because it is considered to make Keadby village and Chapel Lane safer. One respondent (3%) stated that they believed it was "not a good idea, road too busy". Other comments made regarding the access include two respondents (6%) indicating that the A18 entrance would require better signage and individuals suggested the use of traffic lights, a roundabout, and a slip road. Another respondent stated that the main transport consideration was the single lane bridge over the canal. The A18 entrance related results are demonstrated in **Figure 11.5** below.





Figure 11.5: Stage 2 Consultation – A18 Entrance Responses to "Do you have any comments about our design ideas for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 3?"

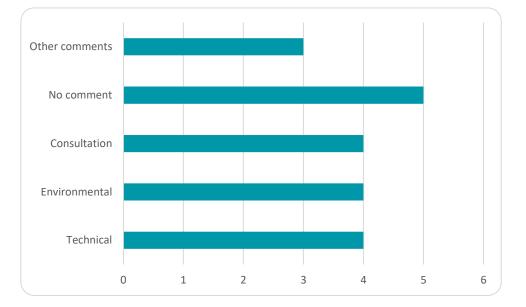


- 11.8.15 A total of 20% of respondents who answered the question simply stated that they had no comments to make while 8 left the question blank. The responses to this question are considered in more detail in **Table 13.1b** below.
- 11.8.16 Question 5 asked respondents to "Please provide any comments you have on the proposals and information in our Consultation Documents (including the newsletter and the Preliminary Environmental Information Report and its Non-Technical Summary)." A total of 19 respondents answered this question. A graph showing the main themes within respondent's comments is shown below at **Figure 11.6**.





Figure 11.6: Stage 2 Consultation – Response to "Please provide any comments you have on the proposals and information in our Consultation Documents (including the newsletter and the Preliminary Environmental Information Report and its Non-Technical Summary."



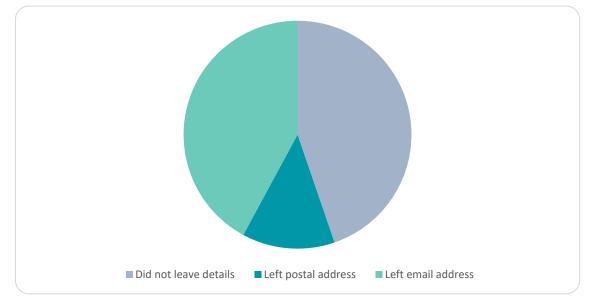
- 11.8.17 Five respondents (26%) answered the question to state that they had no comments to make. Of those that answered the question 21% of comments related to environmental aspects of the project, 21% to technical aspects of the project and 21% to the consultation. A further three respondents also left other comments. The responses to this question are considered in more detail in **Table 13.1b** below.
- 11.8.18 Question 6 stated "Should you wish to receive occasional project updates, please enter your details below." A total of 16 respondents left e-mail addresses and 5 left postal addresses, while 17 respondents skipped this question. Results are demonstrated below in **Figure 11.7**.







Figure 11.7: Stage 2 Consultation – Response to "Should you wish to receive occasional project updates, please enter your details below."



11.9 Compliance with the SoCC

- 11.9.1 The SoCC set out consultation activities alongside several potentially available methods. The Applicant sought to the set out intended methods, however, these were subject to change by the Applicant or third parties in light of the latest coronavirus restrictions and other relevant considerations at the time of consultation. The Stage 2 (Section 47) Consultation followed the intended consultation methods and proposals set out in the SoCC. The compliance of the consultation with the SoCC is confirmed in **Table 11.1** below.
- 11.9.2 No departures from the publicised SoCC were identified.
- 11.9.3 In May 2021 the host local authority provided the Applicant with its interim opinion that the various consultations carried out for the Proposed Development were legally adequate and acceptable. This letter is enclosed at **Appendix 18.1**.







Activity or Component	Method(s) available	Indicative Timing and Approach for Stage 2 Consultation (from Statement of Community Consultation)	Actual approach undertaken during Stage 2 Consultation (this column was added post consultation)
Initial contact with host local authority planning officers.	Email/telephone leading to web meeting.	Formal consultation will be carried out on the Statement of Community Consultation ('SoCC') for the statutory 28 day period.	Formal consultation was carried out on the SoCC with NLC between 13 October 2020 and 11 November 2020. No comments were received.
Initial contact with local political representatives.	Email/telephone leading to web meeting.	The Applicant will make contact with local councillors, parish councils and Members of Parliament in advance of the start of consultation.	The Applicant made contact with local councillors, parish councils and members of parliament on 23 November 2020, outlining the project and the intended timescales.
Clearly defining and publicising start and end dates for each stage of consultation.	There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.	A period of 8 weeks from 25 November to 20 January.	The Stage 2 consultation ran from 24 November 2020 to 20 January 2021.
Publicise Stage 2 consultation to the community	Mailout to the Inner Zone.	The same Inner Zone is proposed, and a newsletter will again be used. This will include a more detailed freepost survey response form and will give details of further information sources/consultation methods (see below).	An 8-page newsletter was posted to 4,584 properties within the Inner Consultation Zone and included a free post survey response form and [leaflet etc.].
	Notices/advertorials in newspapers or existing local newsletters circulating in the Inner and Outer Zones.	The same Outer Zone is proposed. Statutory notices (both SoCC notices and S48 notices) will be placed in local newspapers (including the Scunthorpe Telegraph for the S48 notice, and this plus the Goole, Selby and Epworth Times, and the Doncaster Free Press for the SoCC notice) for at least the statutory number of insertions and timings. Some insertions of the SoCC notice will be full page and include details of the project website and key consultation methods.	SoCC Notices were posted in the Scunthorpe Telegraph, Goole Times, Selby Times, Epworth Times, and the Doncaster Free on 19 and 26 November 2020. Furthermore, non-statutory notices advertising the consultation were posted in the same newspapers on 3 December 2020 and 31 December 2020. The S48 Notice was published in the Scunthorpe Telegraph on 19 and 26 November.
	Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone. Electronic notices or hyperlinked information from the local authority website.	Public posters will be used if practical to do so. Electronic notices will be carried out if requested by NLC.	Section 48 notices along with site location plans were erected at 6 locations around the site boundary in November 2020 and monitored weekly. This was done alongside notices displayed as part of land referencing efforts to identify the owners of unregistered land.
	Google Ads or similar (aimed at local IP addresses – Inner and Outer Zones)	We intend to increase usage of Google Ads at Stage 2 Consultation and use it at several points.	Google Ads were designed containing simple messaging and a link through to the virtual public exhibition and were specifically displayed to local IP addresses for internet users within the ICZ and OCZs. The Ads created a total of 3.5 million impressions and the received a total 19,000 clicks,
	Social media (e.g., SSE Thermal Twitter account and LinkedIn; Facebook; existing area- based Facebook groups or other platforms such as Nextdoor.co.uk) in Inner and Outer Zone.	We intend to increase usage of Twitter at Stage 2 Consultation, subject to activity elsewhere in the SSE group also being publicised via Twitter.	A number of social media posts relating to the Keadby 3 project, although not specifically the consultation, were made by SSE's Thermal Twitter account over the course of the consultation period, additionally a further post was





Activity or Component	Method(s) available	Indicative Timing and Approach for Stage 2 Consultation (from Statement of Community Consultation)	Actual approach u Consultation
			(this column was a
			made by SSE's main retweeted one of the
	Project mailing list	The mailing list compiled from the Stage 1 survey response forms will be contacted with key information about the consultation, both electronically and by post depending on the details they provided.	All individuals who l during the Stage 1 correspondence on
Brief local political representatives (MPs, ward	Normally a series of 1-on-1 meetings before/at the public information event or at the organisation's premises.	Physical 1-on-1 meetings are likely to remain impractical, but they will be provided with contact details for the project team when we contact them in advance.	Due to coronavirus unfeasible to hold 1 contact details were
councillors, parish councillors) in the Inner and the Outer Zones.	Web or telephone-based meeting with the project team. This could potentially be done on a grouped basis (e.g., per topic) for technical consultees.	We intend to offer a webinar to Keadby Parish Council early in the consultation period.	A webinar with Kear November 2020 and January 2021.
A similar approach is adopted for existing local or residents' groups.			
Display information in public via an exhibition with clear information and project team members on hand to answer questions	A virtual exhibition can be used as we did for Stage I Consultation (see https://keadby3.consultation.ai/?aecomstaging). This is being successfully used on other infrastructure projects including by public authorities.	A proven and lower risk alternative exists in the virtual exhibition tool deployed at Stage 1 Consultation. This will be supplemented with webinar presentations on dates advertised in advance (see below). The virtual exhibition will include more information than the Stage 1 version and is likely to also contain more visual information and introductory information about project team members. A privacy notice will be displayed in the exhibition and accessibility needs will be considered in the development of the exhibition. The URL will be https://keadby3.consultation.ai/.	Due to coronavirus unfeasible to hold p exhibition was creat consultation which i Stage 1 version incl introduction from a
Depositing consultation documents in a public place for people to use as a reference source.	Physical deposit locations at local libraries, council offices, leisure centres or other public venues in the Inner and Outer Zones.	This requirement was temporarily suspended under government coronavirus regulations until 31 December 2020 and was subsequently permanently removed and replaced with a requirement to make documents clearly available and accessible online. We do not intend to deposit physical copies of documents in public locations due to the inherent risks in providing shared paper copies and the widespread difficulties and reluctance in relation to accessing public venues due to coronavirus.	Due to coronavirus deposit documents guidance had remo consultation exercis
	Provision of free USB sticks, or hard copy document.	The Applicant will provide a free USB stick containing the consultation documents, or a free of charge paper copy of the consultation documents (except the PEI Report itself, paper copies of which will be chargeable), on request.	The Applicant comm containing the cons copies of the consu

undertaken during Stage 2 added post consultation) ain Twitter account which also the SSE Thermal tweets o left their email or postal addresses Consultation were sent on 24 November 2020. us restrictions at the time, it remained 1-on-1 meetings, but project team ere provided to them. eadby Parish Council was held on 26 and with Amcotts Parish Council on 20 is restrictions at the time, it remained public exhibitions. An updated virtual eated and live during Stage 2 h included more information than the ncluding more visual information and an a member of the project team. us restrictions, it remained unfeasible to ts in the local area and Government noved the obligation for statutory cises to deposit documents. nmitted to providing free USB sticks nsultation documents or free paper sultation documents (except the PEI





Activity or Component	Method(s) available	Indicative Timing and Approach for Stage 2 Consultation (from Statement of Community Consultation)	Actual approach u Consultation (this column was a Report itself, which
			the consultation.
Web presence	Project website and project e-mail address	The project website (www.ssethermal.com/keadby3) will be updated and will include a privacy notice. The project e-mail address remains live (consultation@keadby3.co.uk).	The project website cessation of Stage of the Stage 2 cons was continually mo
Acknowledging feedback and responding to information requests where necessary	Pertinent comments are responded to where possible and relevant to do so, via the method the sender requests, i.e., letter or e-mail.	Live chat will not be used; however, we intend to use a 'ticket' system which will allow people to submit a query via the virtual exhibition page. The applicant will endeavour to reply where it is clear that a response is required and feasible, taking into account the level of responses received.	The live chat featur were responded to.
and feasible to do so.	Surgeries or Q&A sessions (remote).	Webinars (i.e., web-based presentations with Q&A sessions) are proposed, covering a range of pertinent topics for 30-40 minutes and a 20–30-minute Q&A session at the end. These will be delivered by members of the project team. Dates will be advertised in advance. We intend to offer four webinars in early December (around two weeks after consultation starts), and two in early January (around one week before consultation closes). The applicant will consider requests for further webinars in light of circumstances at the time.	Webinars were held December 2020, Th Monday 7 December covering a range of session. Each webi members from a va
	Providing a telephone number for local communities to request information from the project team.	The freephone telephone number (voicemail based) will be available to receive queries/information requests, in line with the latest regulations. The number is the same as used at Stage 1 (0800 211 8194).	One call was receiv officer, and was res

undertaken during Stage 2

s added post consultation)

ch was chargeable), on request through

site has remained live following the ge 1 consultation and was updated ahead onsultation. The project e-mail address nonitored in the intervening period.

ture was not used but specific tickets to.

Thursday 3 December 2020 and nber 2020, consisting of a presentation of pertinent topics ahead of a Q & A ebinar was hosted by project team variety of disciplines.

eived, but was from a local authority responded to.





12.0 STAGE 2 CONSULTATION: SECTION 48 'DUTY TO PUBLICISE'

- 12.1.1 Section 48 'Duty to publicise' of the PA 2008 requires applicants to publicise a proposed application for a DCO in the 'prescribed manner'. This is set out in APFP Regulation 4 (as amended) 'Publicising a proposed application' and Regulation 4(2) states that the applicant must publish a notice of the proposed application:
 - (a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;
 - (b) once in a national newspaper;
 - (c) once in the London Gazette, and, if land in Scotland is affected, the Edinburgh Gazette; and
 - (d) where the proposed application relates to offshore development
 - i. once in Lloyd's List; and
 - ii. once in an appropriate fishing trade journal.
- 12.1.2 Regulation 4(3) goes on to state what the notice must include which includes statements that the applicant intends to make an application for development, whether that application is EIA development, a summary of the main proposals, details of where and when the documents can be inspected free of charge, and how to respond to publicity and by which date.
- 12.1.3 Pursuant to APFP Regulation 4(2) (as amended), the Section 48 Notice for the Proposed Development was published by SSE Generation Limited in the Scunthorpe Telegraph on the 19 and 26 November 2020, The Telegraph (a national newspaper) on 20 November 2020 and in the London Gazette and Lloyd's List on 23 November 2020 and Fishing News on 26 November 2020.
- 12.1.4 The Section 48 Notice stated that comments must be received by 20 January 2021.
- 12.1.5 A copy of the Section 48 Notice is provided at **Appendix 12.1** and details of the newspapers that it was published in and the relevant dates are set out in **Table 12.1** below.

Newspaper	Dates
Scunthorpe Telegraph	19 and 26 November 2020
The Daily Telegraph	20 November 2020
London Gazette	23 November 2020

Table 12.1: Newspapers used for Section 48 Notice





Newspaper	Dates
Lloyd's List	23 November 2020
Fishing News	26 November 2020

- 12.1.6 Copies of the Section 48 Notice as published in the newspapers are provided at **Appendix 12.2**.
- 12.1.7 EIA Regulation 13 places a requirement on applicants, where an application is for EIA development, to, at the same time as publishing the Section 48 notice, send a copy of that notice to the relevant consultation bodies and any person notified to them by the Planning Inspectorate in accordance with EIA Regulation 11(1)(c). During the Section 42 Consultation SSE Generation Limited maintained a list of ordinary Section 42 consultees and those who were also relevant consultation bodies or notified by the Planning Inspectorate in accordance with EIA Regulation 11(1)(c). Those in the latter category were sent a Section 48 notice enclosed with the S42 letter.
- 12.1.8 Compliance with EIA Regulation 13 is confirmed at **Appendix 12.3** (an example letter sent to the relevant consultation bodies and person notified to us by the Planning Inspectorate is included at **Appendix 12.4** and was sent with a Section 48 letter enclosed).
- 12.1.9 As mentioned above, Section 48 notices along with site location plans were erected at 6 locations around the site boundary in November 2020 and monitored weekly. The Section 48 notice and site location plan along with a map of the locations at which they were displayed (described on the map as 'General') are available at **Appendix 11.7**.
- 12.1.10 SSE Generation Limited therefore complied with its duties under Section 48 in this instance. The Applicant carried out a second Section 48 publication in March 2021 and this is covered below in **Section 14**.







13.0 TARGETED RE-CONSULTATION: SECTION 42 'DUTY TO CONSULT' (MARCH 2021)

- 13.1.1 This section sets out the Statutory Consultation carried out by Keadby Generation Limited ('the Applicant') as part of a targeted re-consultation following Stage 2 Consultation in accordance with Section 42 'Duty to Consult' of the PA 2008. The targeted re-consultation took place from 29 March 2021 to 01 May 2021.
- 13.1.2 The re-consultation was carried out due to some very limited expansions to the proposed Order Limits (red line boundary) described as:
 - Area A Additional Area for Landscaping and Biodiversity Provision [between the A18 and the Proposed PCC Site]
 - Area B Additions and Reductions in Area for the A18 Junction Improvement Option
 - Area C Additional Oversail Area in River Trent, Additional Area for Highway Access and Repositioned Private Additional Abnormal Indivisible Load (AIL) Route
- 13.1.3 This was carried out at the same time as a further Section 48 'Duty to Publicise Consultation' publicity, relating to the change of name of the applicant, which is covered below in **Section 15** and which, among other things, involved issuing new S48 notices to all EIA consultees.

13.2 Who was consulted?

- 13.2.1 The Section 42 targeted re-consultation involved the Applicant consulting certain 'Prescribed Persons', certain relevant local authorities under Section 42, persons and relevant land ownership interests. A list of the 'Prescribed Persons' can be found at **Appendix 13.1**. Specifically, the Applicant only sent s42 letters to those prescribed persons and local authorities considered to be interested in the changes, namely, those who had statutory functions, or had previously commented on any themes, relevant to the expansion areas (e.g., biodiversity; marine planning). Similarly, the Applicant only sent s44 letters to persons/land ownership interests within or adjoining the expansion areas, and a list of said persons/land ownership interests can be found at **Appendix 13.2**. The Applicant considered that it would not be proportionate to reconsult the full range of s42 interests regarding the small-scale expansion areas.
- 13.2.2 In addition, a number of non-prescribed persons were also consulted. This included a number of airports and air ambulance services in the local area who had been identified by the Civil Aviation Authority in response to the previous S42 consultation as being potentially interested in the Proposed Development during the Stage 2 Consultation. These persons were consulted in the same manner and provided with access to the same information as the Section 42 consultees. A list of Non-prescribed consultees can be found at **Appendix 13.3**.





- 13.2.3 A total of 5 different letter types were drafted and sent to the different consultees depending on their relationship to the Proposed Development and the type of Consultee. These types of letters were as follows:
 - Landowners that are not EIA consultees;
 - Landowners that are EIA consultees;
 - Statutory consultees that are not EIA consultees that are likely to be interested in the red line boundary changes;
 - Statutory consultees that are EIA consultees that are likely to be interested in the red line boundary changes; and
 - All remaining EIA consultees not getting an above letter.
- 13.2.4 In total, 112 prescribed persons, relevant local authorities, relevant statutory undertakers, land ownership interests and Non-prescribed consultees were consulted. For some of these persons the Applicant sent consultation packs to multiple addresses, for example, where there were both national and local offices or a number of departments within the same organisation.

13.3 How they were consulted

- 13.3.1 As mentioned above, due to the coronavirus pandemic that was ongoing at the time, the Applicant sought to avoid posting letters and other information wherever possible, including during the Section 42 targeted re-consultation. The Applicant already had record of email addresses for a number of the consultees following the requests for confirmation of email addresses for electronic service prior to the Stage 2 Consultation. A similar exercise was carried out with the additional Non-prescribed consultees who were sent emails on 25 February 2021 asking that they confirmed email addresses by 12 March.
- 13.3.2 The consultees (both prescribed and non-prescribed) were then sent: a consultation letter by email where an email address had been confirmed under the procedure outlined above; by Royal Mail first class delivery where no email address was available; or by both email and Royal Mail first class delivery where the Applicant had an email address for a consultee but had not received confirmation under the procedure outlined above to be sure that it could be used for electronic service. Postal service was carried out on 29 March 2021 while e-mails were sent on 30 and 31 March 2021. As with the Stage 2 Consultation, 'signed for' delivery was not used because Royal Mail ceased obtaining signatures for items since March 2020 and provides fairly limited proof of delivery.
- 13.3.3 A PEI Addendum Report and maps and plans describing the expansion areas (and confirming the limited environmental effects of the expansions) were provided to consultees along with copies of the previous consultation documents.





- 13.3.4 A total of 53 recipients were sent letters via email, 24 recipients were sent letters via post and 45 recipients were sent letters via both methods.
- 13.3.5 The letters explained why each consultee was being re-consulted, provided an overview of the changes made to the Proposed Development since the Stage 2 Consultation and invited comments and feedback to be submitted before 01 May 2021. The letter also stated "*it is not necessary to re-submit comments previously provided in response to the Section 42 letter sent in November in relation to the Project. These have been and will be considered by the Applicant.*"
- 13.3.6 The total period of consultation exceeded the minimum period (28 days from the day after the day of receipt of the consultation documents) required pursuant to Section 45. Example letter types can be found at **Appendix 13.4**.
- 13.3.7 Updates were also made to the project website. Screenshots of how the website looked during the re-consultation can be found at **Appendix 13.5**.

13.4 How could feedback be provided/deadline for comments

- 13.4.1 The Section 42 Targeted Re-consultation letters advised a variety of ways in which consultees could respond which were as follows:
 - Email: <u>consultation@keadby3.co.uk</u>
 - **Post:** FREEPOST KEADBY 3
 - **Telephone:** Freephone 0800 211 8194 (This is a voicemail-based service and can be called 24/7)
- 13.4.2 The letters clearly stated that the deadline for the receipt of response was 1 May 2021; therefore, providing consultees with in excess of the 28 days to respond as required by Section 45.

13.5 Responses to the Consultation

- 13.5.1 A total of 15 consultees responded to the Section 42 targeted re-consultation. Of those responses received, approximately 9 raised specific comments/issues on the Proposed Development (including signposting to earlier consultation responses) or requested further information, with the remainder either confirming that the consultee had no comments to make, merely acknowledging receipt of the consultation letter and documents and in some cases updating contact information.
- 13.5.2 The responses received to the consultation are provided at **Appendix 13.6**.
- 13.5.3 A summary of the issues raised by consultees and the response by the Applicant or the change to the scheme, along with where consultees confirm they did not wish to make representations, is provided in **Table 16.4** in **Section 16** (and is therefore not repeated here).





13.6 Compliance with Section 42

13.6.1 There were no matters relating to compliance during the Section 42 Targeted Re-Consultation.

13.7 Summary

- 13.7.1 In light of the above, the Applicant considers that the Section 42 Targeted Re-Consultation undertaken has complied with the requirements of the PA 2008 which are set out in **Section 2** at **Table 2.1**.
- 13.7.2 In May 2021 the host local authority provided the Applicant with its interim opinion that the various consultations carried out for the Proposed Development were legally adequate and acceptable, and that the Targeted Re-Consultation exercise was adequate and proportionate. This letter is enclosed at Appendix 18.1.







14.0 TARGETED RE-CONSULTATION: SECTION 46 'DUTY TO NOTIFY THE SECRETARY OF STATE OF THE PROPOSED APPLICATION

- 14.1.1 Section 46 of the PA 2008 places a duty on the applicant for a DCO to notify the SoS of the Section 42 consultation that it is to carry out. The applicant must comply with this requirement either before or at the same time as commencing the Section 42 consultation. In doing so, the applicant must send to the SoS the same information that is to provide to the Section 42 consultees.
- 14.1.2 Section 46 of the PA 2008 places a duty on the applicant for a DCO to notify the SoS of the Section 42 consultation that it is to carry out. The applicant must comply with this requirement either before or at the same time as commencing the Section 42 consultation. In doing so, the applicant must send to the SoS the same information that is provided to the Section 42 consultees.
- 14.1.3 In accordance with Section 46, the Planning Inspectorate was notified of the start of the Section 42 Consultation by the Applicant by letter (sent by e-mail in common with the majority of S42 consultation letters) on 29 March 2021.
- 14.1.4 The letter was accompanied by sample letters (PDFs) used for each type of Section 42 consultee, the secure fileshare link used for e-mail service, and the Location Plan and Section 48 notice PDF attachments that were to be sent in the e-mail service. A copy of the Section 46 Notification is provided at **Appendix 14.1**.
- 14.1.5 The Planning Inspectorate acknowledged receipt of the Section 46 notification by email only on 30 March 2021. A copy of the Planning Inspectorate letter is provided at **Appendix 14.2**.
- 14.1.6 The Applicant therefore complied with Section 46 of the PA 2008.





15.0 SECTION 48 'DUTY TO PUBLICISE' (MARCH 2021 UPDATE)

- 15.1.1 A further Section 48 publicity round has been carried out. This was due to a change of Applicant name from SSE Generation Limited to Keadby Generation Limited as a consequence of internal company restructuring. Both companies are owned by SSE plc.
- 15.1.2 The March 2021 Update Section 48 publicity was carried out to coincide with the targeted Section 42 re-consultation.
- 15.1.3 Section 48 'Duty to publicise' of the PA 2008 requires applicants to publicise a proposed application for a DCO in the 'prescribed manner'. This is set out in APFP Regulation 4 (as amended) 'Publicising a proposed application' and Regulation 4(2) states that the applicant must publish a notice of the proposed application:
 - (a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;
 - (b) once in a national newspaper;
 - (c) once in the London Gazette, and, if land in Scotland is affected, the Edinburgh Gazette; and
 - (d) where the proposed application relates to offshore development
 - i. once in Lloyd's List; and
 - ii. once in an appropriate fishing trade journal.
- 15.1.4 Regulation 4(3) goes on to state what the notice must include which includes statements that the applicant intends to make an application for development, whether that application is EIA development, a summary of the main proposals, details of where and when the documents can be inspected free of charge, and how to respond to publicity and by which date.
- 15.1.5 Pursuant to APFP Regulation 4(2) (as amended), the Section 48 Notice for the Proposed Development was published by the Applicant in the Scunthorpe Telegraph on the 25 March 2021 and 1 April 2021, The Telegraph (a national newspaper) on 1 April 2021 and in the London Gazette on 30 March 2021, Lloyd's List on 1 April 2021 and Fishing News on 1 April 2021.
- 15.1.6 The Section 48 Notice stated that comments must be received by 1 May 2021 and made clear that comments previously submitted to Keadby Generation Limited in response to the previous Section 48 notice would be considered and did not need resubmitting. A PEI Addendum Report and maps and plans describing the expansion areas (and confirming the limited environmental effects of the expansions) was published along with copies of the previous (Stage 2) consultation documents.





15.1.7 A copy of the Section 48 Notice is provided at **Appendix 15.1** and details of the newspapers that it was published in and the relevant dates are set out in Table 15.1 below.

Newspaper	Dates
Scunthorpe Telegraph	25 March 2021 and 01 April 2021
The Daily Telegraph	1 April 2021
London Gazette	30 March 2021
Lloyd's List	1 April 2021
Fishing News	1 April 2021

Table 15.1: Newspapers used for Section 48 Notice March 2021 Update

- 15.1.8 Copies of the Section 48 Notice as published in the newspapers are provided at **Appendix 15.2**.
- 15.1.9 EIA Regulation 13 places a requirement on applicants, where an application is for EIA development, to, at the same time as publishing the Section 48 notice, send a copy of that notice to the relevant consultation bodies and any person notified to them by the Planning Inspectorate in accordance with EIA Regulation 11(1)(c). During the Targeted Section 42 Re-consultation the Applicant maintained a list of relevant Section 42 consultees and those who were also relevant consultation bodies. Those in the latter category were sent a Section 48 notice enclosed with the S42 letter.
- 15.1.10 The Applicant's compliance with EIA Regulation 13 is confirmed at **Appendix 15.3** (an example of one of the letters sent to the relevant consultation bodies and person notified to us by the Planning Inspectorate is included at **Appendix 15.4**, and was sent with a Section 48 letter enclosed).
- 15.1.11 The Applicant therefore complied with its duties under Section 48.





16.0 SECTION 49 'DUTY TO TAKE ACCOUNT OF RESPONSE TO CONSULTATION AND PUBLICITY'

- 16.1.1 Section 49 'Duty to take account of responses to consultation and publicity' requires applicants to have regard to any 'relevant responses' received to the statutory consultation and publicity carried out in accordance with Sections 42, 47 and 48 of the PA 2008. A relevant response is one received by SSE Generation Limited or the Applicant before the deadlines set in relation to the statutory consultation and publicity. As such, there is no statutory duty for the Applicant to take account of responses received after the relevant deadlines.
- 16.1.2 Despite the fact that the PA 2008 does not require applicants to take account of responses received after the deadlines set for consultation, the Applicant has taken account of the responses received after the close of the Stage 2 Consultation and the March 2021 Section 42 Targeted Re-Consultation.
- 16.1.3 For the avoidance of doubt, the Applicant has had the same regard to consultation responses received to the consultations by SSE Generation Limited as to the more recent consultations carried out since the change of name of the Applicant to Keadby Generation Limited.
- 16.1.4 The approach taken by the Applicant to responses received to the Stage 2 (Section 47) Consultation from the local community has been to review these and identify theme/topic headings and then to provide a summary of the issues raised in respect of those theme/topic headings. These have been checked to ensure that they accurately capture the issues raised. A response has then been provided to those issues and any changes made to the Proposed Development/Application are identified along with the relevant Application Document Reference Number (where relevant). The theme/topic headings and summary of issues for each, including responses from the Applicant, are set out in Table 16.1a (analysis of responses to multiple choice questions) and Table 16.1b (analysis of free text question responses).
- 16.1.5 Furthermore, the Applicant has also sought to track through the themes/topics arising from responses from members of the public to the Stage 1 Consultation, at Stage 2. Following the results of the Stage 1 Consultation (see Section 6 of this report) some of the most frequent topics to arise featured in Question 5 on the Feedback Form which asked respondents to rank their relative importance. The Applicant also then compiled the most frequently arising topics from the Stage 2 (Section 47) Consultation and has explored what the key topics are and why. All of this has been compared to the topics/themes from the Stage 1 Consultation and this is set out in Table 16.1c.
- 16.1.6 The Applicant has taken a different approach to the responses received to the Stage 2 (Section 42) Consultation from the Section 42 consultees and Nonprescribed Consultees. Here the Applicant has summarised the issues raised by each consultee, rather than grouping them under theme/topic headings. A summary of the issues raised by each of the consultees, including responses





from the Applicant, is set out in **Table 16.2a**. A late response was received from the Natural England on 18 February 2021; however, the Applicant has taken it into account and responded below.

16.1.7 The Applicant continued with this different approach for the Section 42 Targeted Consultation. A summary of the issues raised by each of the consultees, including responses from the Applicant, is set out in **Table 16.2b**.

16.2 Other Consultation

16.2.1 SSE Generation Limited also received a response to the consultation from Amcotts Parish Council, who were not formally consulted via the Section 42 consultation. A summary of the issues they raised and responses from the Applicant is set out in **Table 16.3**.





No.	Summary of Responses	SSE's Response / Regard had to Consultation Responses	Change(s) Made to
1.	Question 1 was a multiple-choice question which asked respondents "Which of our consultation methods have you used? Please tick all that apply." A total of 36 respondents answered this question while 4 left it blank.The individual number of respondents who ticked each method are set out below with the percentage (taken from the total number of people who responded to this question i.e., excluding those who skipped the question) in brackets. Please note respondents were able to select multiple answers.Read the newsletter - 31 (86%) Visited the virtual exhibition - 13 (36%) Visited the project website - 5 (14%)Attended a webinar delivered by the project team - 1 (3%) Requested a paper copy or USB stick of documents via the telephone line - 1 (3%)Left a message on the telephone line - 0 (0%)	The Applicant notes that the vast majority of respondents used the newsletter which was posted to addresses in the Inner Consultation Zone. Given that the newsletter gave details of further information on the virtual exhibition/project website this suggests that respondents had adequate information on the newsletter. Noticeable numbers of respondents did use the project website and virtual exhibition, and this is backed up page visit figures, showing that they were accessible. Only one respondent attended a webinar. Given the overall satisfaction with the consultation methods, demonstrated in Question 2 below, it is possible that other attendees of the webinars had their concerns adequately addressed or heard during the webinars so did not feel the need return a physical or online feedback form. Only one respondent used the telephone line to request a paper copy or USB stick and no respondents left a message. Similarly, to the above, given the overall high levels of satisfaction with consultation materials it is considered that the vast majority of respondents found all the information they required either in the newsletter or virtual exhibition.	The Applicant cons be made nor furthe to be carried out.
2.	 Question 2 was an open question which asked respondents "Are you happy with the methods available and were you able to find the information you wanted?" A total of 29 respondents answered this question while 11 left it blank. Of those that responded to the question 28 (97%) respondents stated "yes" with 7 of those (24% of the total respondents who answered this question) leaving a further comment specifically praising the newsletter, virtual exhibition or overall quality of information available. One respondent stated that they had trouble booking onto a webinar. 	The Applicant notes that almost all respondents were happy with the consultation methods made available and a number even left additional comments praising specific aspects. The applicant notes that one respondent struggled to "book" onto a webinar. However, the webinars did not require booking and could be accessed on the day through a direct link on the virtual exhibition. Furthermore, non-statutory notices advertising the webinars were posted in local newspapers during the consultation, including details of how to access them.	The Applicant cons be made nor furthe to be carried out.
3.	Question 3 was a multiple-choice question which asked respondents "Which are your priorities for the planning of Keadby 3? Please tick all that apply." A total of 34 respondents answered this question while 4 left it blank.The individual number of respondents who ticked each method are set out below with the percentage (taken	The Applicant notes that the local environment is a priority for almost all respondents. The other top priorities are air quality and traffic which are each a priority for approximately three quarters of respondents and safety which is a priority for two thirds of respondents. Over half of respondents also chose Local employment and skills, flood risk and community. The lowest priorities were visual appearance and particularly property.	Throughout the pre been carried out en to work on the avoir all environmental in along with relevant mitigation are expla Environmental Stat

Table 16.1a: Stage 2 consultee responses (local community) – answers to multiple choice questions

to the Proposed Development nsiders that no changes are required to her local community consultation needs nsiders that no changes are required to her local community consultation needs re-application stage the Applicant has environmental studies and is continuing voidance, minimisation and mitigation of impacts and emissions. These studies nt avoidance, minimisation and plained in the various chapters of the atement. Additional design work was





Summary of Responses	SSE's Response / Regard had to Consultation Responses	Change(s) Made t
from the total number of people who responded to this question i.e., excluding those who skipped the question) in brackets. Please note respondents were able to select multiple answers. Local environment – 33 (97%) Air quality – 27 (79%) Traffic – 27 (79%) Safety – 24 (71%) Local employment and skills – 21 (62%) Flood Risk – 21 (62%) Community – 20 (58%) Visual appearance – 15 (44%) Property – 8 (24%) Other (please specify) – 8 (24%) Those who selected "Other" used the "Please specify" box to raise the following priorities: The storage of captured carbon; Light pollution; Production of hydrogen; Nationality of workers; Carbon capture before 2025 (the point at which the respondent states the Prime Minister has predicted carbon capture will come online); potential conflict of interest with wind farms and solar farms; Lifespan of the power station and frequency of outages; Noise pollution; and	The fact that so few respondents chose property as a priority suggests that the Proposed Development, making use of land at an existing power station and existing connections, is well located. The fact that so few respondents selected "Other" shows that the Applicant has correctly identified the local community's priorities from Stage 1 consultation and provided relevant information at Stage 2, as it was compiled with the Stage 1 priorities in mind.	 undertaken to eval stack heights. SSE will continue to where planning readers power generation in References: Design and Access Ref. 5.6) Environmental State 6.2) Table 13.1b (below)
Light pollution.Question 4 was an open-ended question asking respondents "Do you have any comments about our design ideas for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 3?" A total of 30 respondents answered this question while 10 left it blank.The responses fell into the following categories. Please note some responses fell into multiple categories.	The Applicant notes that respondents were more content with the overall design and the A18 entrance than were not content but also notes that a number of respondents had specific suggestions to make. These are listed and responded to in Table 13.1b.	The A18 entrance of Development and s suggestions were i Proposed Develop Access Statement. References: Environmental Stat Transport) (Applica
	from the total number of people who responded to this question i.e., excluding those who skipped the question) in brackets. Please note respondents were able to select multiple answers. Local environment – 33 (97%) Air quality – 27 (79%) Traffic – 27 (79%) Safety – 24 (71%) Local employment and skills – 21 (62%) Flood Risk – 21 (62%) Community – 20 (58%) Visual appearance – 15 (44%) Property – 8 (24%) Other (please specify) – 8 (24%) Those who selected "Other" used the "Please specify" box to raise the following priorities: The storage of captured carbon; Light pollution; Production of hydrogen; Nationality of workers; Carbon capture before 2025 (the point at which the respondent states the Prime Minister has predicted carbon capture will come online); potential conflict of interest with wind farms and solar farms; Lifespan of the power station and frequency of outages; Noise pollution; and Light pollution. Question 4 was an open-ended question asking respondents "Do you have any comments about our design ideas for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 3?" A total of 30 respondents answered this question while 10 left it blank. The responses fell into the following categories. Please	from the total number of people who responded to this question i.e., excluding those who skipped the question) in brackets. Please note respondents were able to select multiple answers. The fact that so few respondents chose property as a priority suggests that the Proposed Development, making use of land at an existing power station and existing connections, is well located. Local environment – 33 (97%) The fact that so few respondents selected "Other" shows that the Applicant has correctly identified the local community's priorities from Stage 1 consultation and provided relevant information at Stage 2, as it was compiled with the Stage 1 priorities in mind. Flood Risk – 21 (62%) Property – 8 (24%) Other (please specify) – 8 (24%) Those who selected "Other" used the "Please specify" box to raise the following priorities: The storage of capture darbon; Light pollution; Production of hydrogen; Nationality of workers; Carbon capture before 2025 (the point at which the respondent states the Prime Minister has predicted carbon capture will come online); potential conflict of interest with wind farms and solar farms; Lifespan of the power station and frequency of outages; Noise pollution; Production of hydrogen; Statis pollution; Duestinal estify access for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 37' A total of 30 respondents answered this question while 10 left it blank. The Applicant notes that respondents were more content with the overall design and the A18 entrance than were not content but also notes that a number of respondents had specific suggestions to make. These are listed and responded to in Table 13.1b.



ication Document Ref. 6.2.10)





No.	Summary of Responses	SSE's Response / Regard had to Consultation Responses	Change(s) Made
	Non content with design – 1		Design and Acces
	Design suggestions – 6		
	Content with A18 entrance – 9		Table 13.1b (below
	Not content with A18 entrance – 1		
	A18 entrance and other transport suggestions – 9		
	No comment – 6		
5.	Question 5 was an open-ended question asking respondents "Please provide any comments you have on our proposals and information in our Consultation Documents (including the newsletter and the Preliminary Environment Information Report and its Non-Technical Summary)." A total of 19 respondents answered this question while 21 left it blank.	The Applicant notes that of those who left comments they were divided roughly equally between technical, environmental, consultation and other, with no category having a significant number. This suggests there were no areas significantly lacking information or particularly controversial issues within the Proposed Development. The specific points raised are described and responded to in Table 13.1b.	All relevant technic considered in the l Changes made rel this question are c References:
	The responses were related to the following topics. Please note some responses fell into multiple categories. Technical – 4		Environmental Sta 6.2) Table 13.b (below)
	Environmental -4		
	Consultation -4		
	Other comments -3		
	No comment – 5		
6.	Question 6 asked respondents <i>"Should you wish to receive occasional project updates, please enter your details below."</i> A total of 17 respondents left e-mail addresses and 5 left postal addresses, while 18 respondents skipped this question.	The Applicant notes that a number of respondents left their details to receive occasional project updates.	Those who have re these, such as not application.

le to the Proposed Development ess Statement (Document Reference 5.6) low) nical and environmental points raised are relating to the specific points raised in e covered in Table 13.1b below. Statement (Application Document Ref. w) e requested periodic updates will receive notification of acceptance of the





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
1.	Use of the A18 entrance – impact on villages	Preferable as will make village less of a rat run and keep Chapel Lane safe. Although signage is in place to direct Keadby 2 traffic away from Keadby, lorries are still driving through the village so SSE must take steps to ensure Keadby 3 traffic uses the A18.	The proposed A18 entrance and related junction are not the result of any requirement but an Applicant lead proposal for the benefit of local people in Keadby, by diverting operational traffic away from Keadby village and the Applicant notes that the majority of respondents are supportive. The Applicant is therefore designing an appropriate junction that takes into account the current layout and physical constraints including adjacent watercourses. Road widening and a ghost island for right-turn lane is the most feasible option in terms of design and the Applicant is aware of one or two issues relating to construction traffic serving Keadby 2 using the wrong routes into the site and is working with the contractors to ensure compliance with the traffic management arrangements in place. All construction traffic relating to the Keadby 2 project is required to access the site via the dedicated entrance on the A18. The project constructions, including maps, prior to their arrival at site. The team have also erected a number of signs in the local area to manage traffic. Please raise any issues relating to traffic with the project's liaison manager - Jade Fearon - jade.fearon@sse.com.	Document References: Environmental Statement Chapter 10 (Traffic and Transport) (Application Document Ref. 6.2.10) ES Appendix 10B: Stage 1 Road Safety Audit (Application Document Ref. 6.3.11) Construction Environmental Management Plan (Application Document Ref. 7.1) Construction Traffic Management Plan (Application Document Ref. 7.2)
2.	Use of A18 junction – Road Safety	 Would be unsafe and increase potential for collisions as road is too busy and compliance with existing 40mph limit outside Keadby 2 is very poor. Believes there must be better policing of cars leaving the Site onto the A18. Roundabouts or traffic light control should be introduced. Traffic calming measures should be introduced. 	The junction in question is on a national speed limit road. Accident stats in the Transport Assessment show no issues related to the junction, but the Road Safety Audit Stage 1 noted the speed of traffic. The temporary speed limit for construction and the permanent speed limit during the operation of K3, and the design of the road to improve compliance with these, will be discussed with the local highways authority and further stages of Road Safety Audit undertaken. The inclusion of the right-turn lane increases the safety of the junction over the existing, as there is currently no dedicated lane for any right-turning traffic into the junction.	Document References: Environmental Statement Chapter 10 (Traffic and Transport) (Application Document Ref. 6.2.10) Environmental Statement Appendix 10A: Transport Assessment (Application Document Ref. 6.3.10)

Table 16.1b: Stage 2 Consultee Responses (Local Community) – Analysis of Free Text Question Responses





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
3.	General traffic issues	Better signage should be introduced.	 Preliminary information on construction signage and other contractor responsibilities can be found in the Framework Construction Traffic Management Plan ('CTMP'). The appointed contractor will be required to prepare the final CTMP in accordance with this Framework CTMP. During operation signage will be required at suitable forward visibility distance specifying that a junction is ahead. Directional location signs can also be provided to suit, to the latest guidance as specified in the Traffic Signs Manual and the TSRGD (Traffic Signs Regulations and General Directions) documents. 	Document References: Environmental Statement Chapter 10 (Traffic and Transport) (Application Document Ref. 6.2.10) ES Appendix 10A Transport Assessment (Application Document Ref. 6.3.10) ES Appendix 10B Stage 1 Road Safety Audit (Application Document Ref. 6.3.11) Construction Environmental Management Plan (Application Document Ref. 7.1)
		Query about volume and timings of operational traffic.	The PEI Report stated that "once the Proposed Development is operational, up to circa 50 permanent operational roles would be created. Due to the very low traffic flows this would generate, and the proposed use of the new operational access off the A18, rather than via the existing Keadby Power Station entrance, no additional impact avoidance measures are proposed in respect to operational personnel." Further details have not been provided in the Environmental Statement.	
		Why is traffic allowed through Ealand if not Keadby?	The only vehicle movements through Ealand proposed as part of the Keadby 3 construction consist of a small number of abnormal loads, where either of the other AIL routes available are not suitable. The temporary haul road currently being used during the construction of Keadby 2 is to be retained for the construction of Keadby 3 to take abnormal loads and reduce the need for abnormal loads to travel through Ealand as much as possible. During the construction of Keadby 2 the project team have been liaising with residents of Ealand and informing them when abnormal loads will be passing through and this is envisaged to continue during the construction of Keadby 3.	
4.	Design	Murals should be used to help blend power station into local environment. Bland colours should be avoided.	Design Principles would be set out in Design and Access Statement. Will include measures to enable the larger structures to blend in with components of the view. The Landscaping and Biodiversity Management and Enhancement Plan ('LBMEP') includes landscaping measures to improve amenity and screening of lower structures.	Document References: Design and Access Statement (Application Document Ref. 5.6)





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
		A stepped colouring would help Proposed Development blend in. Design looks good. Not too intrusive. Design will be an eyesore.	 The Drone imagery shown during Stage 2 Consultation featured an artificial Keadby 3 with the maximum possible dimensions to show the worst-case scenario with regards to visual impact. The future design shall be within those parameters and it is anticipated that the final design will be smaller than that presented in the assessments and images. The design of the Proposed Development will be controlled via requirements. For example, requirement 5 will control the Detailed Design, requirement 6 will control the Landscaping and Biodiversity Protection Management Enhancement, and requirement 7 will control External Lighting. 	Environmental Statement (Application Document Ref. 6.2) Draft DCO Requirements in the draft DCO (Application Document Ref. 2.1)
5.	Community benefits	Supports local grants, proves commitment.	A community liaison group will be created as part of the DCO Requirements. As part of best practice during construction of projects such as Keadby 2 and Keadby 3 the Applicant aims to link community grants to safe working practices on site. At the moment a contribution of £1,000 is made to a local charity following every month of safe working and this is something the Applicant envisages continuing during the construction of Keadby 3. Community Benefit funds, like the one for Keadby Wind Farm is, in part, offered for certain schemes such as wind farms because of the limited number of operational jobs and therefore more limited long-term investment in the local area. Thermal projects such as Keadby 3 will generate many hundreds of jobs during construction and provide a substantial number of long term, skilled jobs well into the future. Any community funding requirement linked to the DCO application would need to be clearly required to mitigate the effects of the power station and that will be reviewed as the application progresses. Irrespective of the planning need for such funding, SSE remain committed to supporting the local communities in and around the developments that they own and operate and will continue to provide community support through established arrangements.	Document References: DCO Requirements in the draft DCO (Application Document Ref. 2.1)
6.	Need	Questions why a third Keadby Power Station is needed.	There is a substantial national need for new flexible forms of generation to respond to market changes and ensure security of supply. We believe flexible and efficient gas-fired generation will play this critical role in the transition to Net Zero, providing reliable back-up power to complement renewables and displacing older and more carbon-intensive alternatives. As the	Document References: Planning Statement (Application Document Ref. 5.5)





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
			Committee on Climate Change has said, planning for the deployment of CCS is a "necessity not an option" and a significant low-carbon economy will be needed to achieve 2050 targets; actions to deliver them need to be accelerated.
			Keadby 3 has been deliberately chosen in order to connect into the emerging proposals for the Humber Low Carbon Cluster which could kick start decarbonisation of industry and power generation in the Humber region. We believe the site is suitable in a number of other ways, for example, it has sufficient space, it has existing gas, water, and electrical connections, and there is an established and skilled workforce in the area.
			The National Infrastructure Commission has identified high levels of new flexible thermal generation in a Net Zero economy, in a recent report (https://www.nic.org.uk/publications/net-zero- opportunities-for-the-power-sector/) - refer to pages 7 & 18. The Committee on Climate Change also (see pages 19-21 of https://www.theccc.org.uk/publication/net-zero-technical-report/).
			It is recognised that Keadby 1 Power Station would not be able to operate concurrently with Keadby 3. However, uncertainty regarding plans for the timing of future closure of Keadby 1 mean that the removal of Keadby 1 has not been considered in the assessments. Instead, as part of the future baseline it is predicted that structures associated with Keadby 1 will continue to be present on-site and in some cases (e.g., Water Connection Corridor) re-used for Keadby 3, but there will be no releases e.g., to air, water, noise associated with Keadby 1 operating at the same time as Keadby 3.
			In addition, a scenario has been considered in the landscape and visual impact assessment of the ES in which the Keadby 1 power station structures are no longer part of the landscape.
7.	Consultation information	Information was very clear. Did not understand a lot of it but pleased with the overall project.	The Applicant notes that almost all respondents stated that they were happy with the materials provided during the Stage 2 Consultation and a number left further comments praising specific aspects. A glossary was included in the PEIR document to aid understanding of necessary technical terms.

	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
	Environmental Statement Chapter 6 (Consideration of Alternatives) (Application Document Ref. 6.2.6)
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	N/A





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
			Most respondents used the newsletter or virtual exhibition. These were specifically designed to be as accessible and user friendly as possible. The PEI Report is more detailed by virtue of the need of technical stakeholders to appropriately assess the Proposed Development, but the PEI Report Non-Technical Summary provides a more accessible version of this information.
			Furthermore, a number of webinars were held, including two Parish Council webinars, allowing respondents to hear more about the project and ask members of the project team specific questions.
8.	Biodiversity and wildlife	Like the idea of preserving the local ecology. Enjoy walking in the countryside and have seen more and more wildlife flourishing. What will be the impact on wildlife?	Chapter 11 (Biodiversity and Nature Conservation) of the PEI Report addressed the potential impact of the construction, operation (including maintenance) and decommissioning of the Proposed Development on biodiversity and nature conservation. It concluded that the Proposed Development has limited
		Will trees and hedges be replaced?	potential to result in significant adverse effects due to the sensitive positioning of the Main Site, construction laydown areas and the existing baseline conditions.
			Air impact assessment work has been undertaken. Detailed modelling of predicted impacts at ecological receptors indicates that potential effects at ecological receptors as a result of the operation of the Proposed Development cannot be completely screened out as insignificant. However, compliance with relevant permits (to be agreed with relevant regulators post-consent) and Requirements as set out in the draft DCO (Application Document Ref. 2.1) are considered appropriate to manage the potential for adverse environmental and ecological effects.
			The Landscape and Biodiversity Management and Enhancement Plan will set out proposals for any replacement planting and enhancement. It will demonstrate that there is an overall enhancement of wildlife habitats for the benefit of biodiversity.
9.	Methods of abstraction	River abstraction would be preferred as it would have minimal impact on the possibility of flooding people's homes.	The choice of cooling water supply is subject to ongoing studies and stakeholder dialogue. The options under consideration consist of the Canal Water Abstraction Option and the River Water Abstraction Option. The preferred cooling method is
		Canal abstraction should not be used as canal level would need to be kept artificially high.	hybrid cooling of both the CCGT and CCP using water abstracted from the Stainforth and Keadby Canal (Canal Water Abstraction Option).

	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
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	Document References:
	Environmental Statement Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.10)
	Habitats Regulations Assessment (Application Document Ref. 5.12)
t	Landscape and Biodiversity Management and Enhancement Plan (Application Document Ref. 5.10)
	Document References:
	Environmental Statement Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12)





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
		Use of canal concerning owing to potential impact on fishery. Canal is prone to duckweed blooms which drain oxygen and increase potential fish deaths. Query regarding whether eel screens will be used.	 The potential of both methods, relating to flood risk and impact on habitats, has been considered within the PEI Report. If canal abstraction is used, levels in the canal will be subject to terms of an abstraction licence and risk modelling undertaken to ensure risks to the canal levels associated with canal abstraction are considered. Duckweed blooms are a symptom of an issue in underlying water quality (eutrophication) and the lack of any substantive water movement to disperse accumulations. The impact of duckweed on oxygen levels results from the decomposition of plant material at the end of the growing season, rather than direct respiration. It is intended that abstraction of cooling water is achieved with no change in water levels and quality, and this will be controlled via the abstraction licence and the permitting regimes to which the canal owner (Canal and River Trust) will be subject. This means the Proposed Development will not have an impact on duckweed. Should the Canal Water Abstraction Option be selected an intake structure would be constructed within the Canal with equipment to comply with the Eels (England and Wales) Regulations 2009 which may comprise screens, baffles and fish return system (similar to that approved by the Environment Agency and currently being constructed for Keadby 2 Power Station). Should the River Water Abstraction Option be used It is anticipated that existing infrastructure is in a suitable condition for re-use with some refurbishment and additions (e.g., new pumps), although the existing River Trent water intake would be 	ES Appendix 12A: Flood Risk Assessment (Application Document Ref. 6.3.20) ES Appendix 12B: Water Framework Directive Assessment (Application Document Ref. 6.3.21)
10.	Pedestrian access	Will power station employees continuing walking into public roads.	 subject to modification to address silt issues and to comply with the Eels (England and Wales) Regulations 2009. All construction and operational employees will be given inductions when they first attend the Site. During these inductions employees are specifically reminded to bear in mind and respect that Keadby village is a residential area. 	N/A
11.	Carbon capture and storage	CCS is needed.	Carbon capture and storage (CCS) is a technology that can capture at least 90% of the carbon dioxide emissions produced	Document References:





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
		More detail required about CCS. Will CCS connect to other local plants?	 from the use of fossil fuels in electricity generation and industrial processes, preventing the carbon dioxide from entering the atmosphere. The CCS chain consists of three parts; capturing the carbon dioxide, transporting the carbon dioxide, and securely storing the carbon dioxide emissions underground, in depleted oil and gas fields or deep saline aquifer formations. Planning for the deployment of CCS in the UK has been deemed a "necessity, not an option" by the Committee on Climate Change if we are to achieve Net Zero by 2050. Keadby 3 will only be progressed where there is a clear low-carbon pathway and where its construction and operation is consistent with SSE's wider decarbonisation targets. The Applicant is working with National Grid and Equinor to support the development of the required infrastructure, which we believe is key to decarbonising the Humber region, and we are echoing the importance of this infrastructure being delivered in our conversations with Government. The Applicant's aim is for the infrastructure, which will also connect into other local plant, and Keadby 3 to be developed in parallel. The Keadby 2 Power Station will be carbon capture ready, and SSE Generation Limited are looking at a range of options for the 	Planning Statement (Application Document Ref. 5.5) Environmental Statement (Application Document Ref. 6.2)
12.	Hydrogen	Where is the mention of Hydrogen?	plant.Following more technical feasibility work, hydrogen is no longer being progressed as an option for the fuel supply for Keadby 3. Instead, natural gas with post-combustion carbon capture is proposed to be deployed for Keadby 3, as the favoured low carbon technology.The Project would connect to the existing natural gas pipeline supplying the Keadby site, and export carbon dioxide to third party pipeline infrastructure. Assessment undertaken after Stage 1 consultation highlighted that gas with carbon capture was both more viable and feasible at that time, in comparison to hydrogen. It was considered that gas with carbon capture technology could be progressed at a quicker pace than hydrogen, given the readiness of the fuel and the technology.	Document References: Environmental Statement (Application Document Ref. 6.2)





No.	Topic/Theme Heading	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
			More information on the Applicant's decision to progress the low carbon gas option for Keadby 3 can be found in Preliminary Environmental Information Report (PEI Report), Chapter 4 (Proposed Development) and Chapter 6 (Consideration of Alternatives).
13.	Gas	Will Gas be sourced from contentious fracking sites?	The gas proposed to fuel Keadby 3 will be taken from the National Gas Transmission Network, which also provides household gas supplies, via an existing connection. National Grid Gas are responsible for sourcing that natural gas. Furthermore, SSE is not involved in fracking, and is maintaining and investing in a diverse and sustainable portfolio of thermal and renewable generation plant.
14.	General impacts	Noise, lighting, and traffic suppression requested.	The PEI Report contains descriptions of the likely significant effects of the proposed development on the environment and features of the proposed development, or measures envisaged in order to avoid, precent or reduce and, if possible, offset likely significant adverse effects on the environment.
			Chapters 9 and 10 of the PEI Report cover Noise and Vibration and Traffic and Transport respectively, including proposed mitigation and enhancement measures. Lighting is covered in some detail in Chapter 5 of the PEI Report which states a Lighting Strategy will be prepared to accompany the DCO Application which outlines measures proposed to avoid excessive glare and minimise spill of light to nearby receptors (including ecology and residents) outside of the Proposed Development Site as far as reasonably practicable.

Change(s) Made to the Proposed Development/Application & Relevant Document Referencing
N/A
 Document References:
Statutory Nuisance Statement (Application Document Ref. 5.9)
Indicative Lighting Strategy (Application Document Ref. 5.11)
Environmental Statement (Application Document Ref. 6.2)
Construction Environmental Management Plan (Application Document Ref. 7.1)





No.	Topic/Theme Heading	Further Consultation/Actions on these Topics/Themes During Stage 2 (Section 47) Consultation
1.	Support for Principle	The Applicant welcomed the recognition of the need and wider benefits of the Proposed Development. The Applicant continued to make the case of the Proposed Development during Stage 2 Consultation and found that there was continued recognition of the need for the Proposed Development, although one respondent questioned the need.
2.	Site is suitable	The Applicant agrees that the Site is suitable and again explained during the Stage 2 Consultation why the Site had been chosen. In response to Question 3 of the feedback form just 22% of respondents selected Property as a top priority re-affirming the idea that the Site is suitable, and the Proposed Development is not perceived to have detrimental impact on people's property.
3.	Local environmental impacts	The Applicant provided significantly more information relating to the local environmental impact at the Stage 2 Consultation than during the Stage 1 Consultation. This included the PEI Report and its Non-Technical Summary. The Local Environment remained the top priority for respondents, with 92% picking it as a top priority in response to Question 3 of the feedback form, making it the most popular priority, although only a small number of respondents made additional comments about it.
4.	Request for community benefit	The Applicant provided more information about its work to avoid or minimise local environmental impacts, develop appropriate mitigation and enhancement measures (such as for biodiversity) and consider the design and appearance of the Proposed Development, including more information on the potential for local gains. This includes information in the PEI Report on the contribution to the local, regional and national economy, which is expected to be at least as significant as that related to Keadby 2. In response to Question 3 56% respondents listed Community as a top priority showing that this remains a priority for the local community.
5.	Visual impacts	Following the Stage 1 Consultation the Applicant developed Drone imagery showing the Proposed Development as it would look in situ. This imagery used the maximum possible diameters of the Proposed Development to provide the worst-case scenario in terms of visual impact. Question 5 of the feedback form found that respondents were generally content with the overall design of the Proposed Development. In response to Question 3 42% respondents listed Visual Impact as a top priority, making it the second least popular priority, showing that this is less of a priority, possibly in part due to the information provided and work done by the Applicant.
6.	Request for local employment or skills support	Work assessing the socioeconomic impacts and benefits of the Proposed Development was undertaken in the preparation of Chapter 16 of the PEI Report and its Non-Technical Summary which was published at Stage 2 Consultation. In response to Question 3 58% respondents listed Local Employment and Skills as a top priority showing that this remains a priority for the local community.
7.	Air quality concerns	During the Stage 1 Consultation the Applicant provided more information relating to air quality in Chapter 8 of the PEI Report and its Non-Technical Summary. In response to Question 3 75% respondents listed Air Quality as a top priority, making it the second most popular priority, showing that this remains a priority for the local community.
8.	Questioning safety	The siting, layout, design, technology and construction methods will ensure safe construction, commissioning and operation. This was described further in the PEI Report and its Non-Technical Summary. In response to Question 3 67% respondents listed Safety as a top priority showing that this remains a priority for the local community.
9.	Impact on property prices	Due to the Proposed Site's location away from homes and the consideration of potential local impacts and the inclusion of necessary environmental controls there is not expected to be an impact any property prices. As just 22% of respondents selected Property as a top priority during Stage 2 Consultation it is considered that respondents were satisfied with the location of the Proposed Development and its environmental controls.
10.	Request for local gas supplies	Requests for local gas supplies was not identified as a priority by respondents to Question 3 nor was it raised by any respondent in the free text questions during Stage 2 Consultation. Furthermore, the Proposed Development makes use of an existing gas connection and does not include the creation of new gas connection infrastructure that people would want to connect into locally.
11.	Flood risk concerns	Work assessing the flood risk impacts and benefits of the Proposed Development was undertaken in the preparation of Chapter 12 of the PEI Report and its Non-Technical Summary along with the draft Flood Risk Assessment which was published at Stage 2 Consultation. In response to Question 3 58% respondents listed Flood Risk as a top priority showing that this remains a priority for the local community.

Table 16.1c: Analysis of Comments at Stage 2 by the Key Themes Arising from Stage 1





No.	Topic/Theme Heading	Further Consultation/Actions on these Topics/Themes During Stage 2 (Section 47) Consultation
12.	Traffic impacts	Work assessing the traffic impacts and benefits of the Proposed Development was undertaken in the preparation of Chap Technical Summary which was published at Stage 2 Consultation. During the Stage 2 Consultation the Applicant also con entrance to the Site from the A18 for operational staff to use so that they would avoid going through Keadby village. It is n respondents were overwhelmingly content with this new entrance.

Table 16.2: Stage 2 Consultee Responses (Section 42 Consultees)

No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
1.	GTC and Quadrant	27/11/20	• Do not believe they have any assets within the proposed works area.	No response required.	N/A
2.	Cadent and National Grid	01/12/20	 Responded with maps showing apparatus in the vicinity of enquiry. Searches identified that it may be affected by the activities specified. Assessment section of the response identified the type of apparatus, the Cadent Gas departments the enquiry has been referred to and requirements for the Applicant. Response also contained some pages of generic guidance. 	The design of the Proposed Development took account of Cadent and National Grid infrastructure.	Document References: Works Plan (Application Document Ref. 4.3) DCO Protective Provisions in the draft DCO (Application Document Ref. 2.1)
3.	Health and Safety Executive	03/12/20	 According to HSE's records there is on major hazard pipeline within the red line boundary (HSE ref 7034, operated by National Grid PLC; 7 Feeder Eastoft / Keadby Power Station). Reminder that the presence of hazardous substances, on over or under land above set thresholds will probably require Hazardous Substances Consent. No comments to make on explosive sites as there are no licensed explosive sites in the vicinity. No comment on electrical safety from planning safety. 	The works areas have been laid out so as to prevent administration buildings and similar occupied buildings being located within the inner zone of the 7 Feeder pipeline. A schedule within the Environmental Permit will set out the hazardous substances required as part of the Proposed Development. Hazardous Substances Consent is discussed in the Other Consents and Licenses document and will be applied for once inventories of hazardous substances are known, and in the relevant ES Chapters.	Control introduced regarding final layout in relation to the HSE consultation zone. ES references relevant hazardous substances. Document References: Works Plans (Application Document Ref. 4.3) Other Consents and Licenses (Application Document Ref. 5.4) Environmental Statement (Application Document Ref. 6.2)
4.	Last Mile	09/12/20	• Confirmation that Last Mile do not have any plant within the search area.	No response required.	N/A

apter 10 of the PEI Report and its Nononsulted on proposals to construct a new proted that Question 5 found that





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
5.	Humberside Fire and Rescue Service	15/12/20	 Noted requirement that adequate access for firefighting is provided to all buildings. Adequate provision of water supplies for fire-fighting appropriate to the proposed risk should be considered. 	The requirements have been met in the indicative layouts and an additional emergency access is proposed to the north of the PCC Site in addition to the main site access.	The dedicated emergency access has been developed further in terms of its design and land requirements. Document References: Indicative Layout Plans/Elevations (Application Document Ref. 4.1 – 4.20)
6.	Civil Aviation Authority	15/12/20	 No objection Referred to standing advice around crane heights and aviation safety Advised that "in order to fulfil their safeguarding responsibilities the following airports should be consulted if they have not been already: Doncaster Sheffield - tlonsdale@flydsa.co.uk; kmoran@flydsa.co.uk Sandtoft - e-plane@live.co.uk Humberside - safeguarding@humbersideairport.com "it would be sensible to establish the related viewpoints of local emergency service Air Support Units through the: National Police Air Service (NPAS) organisation via email npas.obstructions@npas.pnn.police.uk; and through the relevant Air Ambulance Units https://associationofairambulances.co.uk/member/ (for the latter select the appropriate air ambulance unit) 	The Applicant has incorporated more precise wording related to aviation safety for the requirements in Schedule 2. A targeted Section 42 and Section 48 Consultation was carried out between 25 March and 1 May 2021 which involved consultation of the relevant airport and air ambulance units. No changes to the design were requested by these consultees.	More precise wording in Schedule 2. The requested non statutory consultees were consulted by the Applicant under Section 42 in March 2021. Document References: DCO Schedule 2 in the draft DCO (Application Document Ref. 2.1) Section 13 (above)
7.	Highways England	17/12/20	 Site is close in proximity to M180 Junction 2 which forms part of the Strategic Road Network so consultants (CH2M) were commissioned to undertake a review of the Transport Assessment which raised some issues that will need resolving. CH2M reviewed the Transport Assessment ('TA') Scoping prepared by AECOM and AECOM subsequently supplied further correspondence regarding CH2Ms comments. The responses provide a description of the proposal and the contents of the Transport Assessment ('TA') scoping report and 	These points are noted. Detailed consideration will be given to the AIL route during detailed design once final details of the size, number and origin of loads are known. During construction, the Applicant will implement a Construction Traffic and Routing Management Plan to manage construction traffic including AIL. This will	Document References: ES Chapter 10: Traffic and Transport (Application Document Ref. 6.2.10) Draft DCO (Application Document Ref. 2.1)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			 where CH2M find it to be acceptable or agree with the approaches taken, including the approach taken to traffic figures due to coronavirus. CH2M make the following recommendations 1) With regards to operational traffic, the TA concludes that is considered that the effects of operational traffic would be negligible and as such, a detailed assessment of the operational phase of the development is not proposed within the TA. CH2M do not agree with this approach; 2) It is stated that a Framework CTMP will be prepared to accompany the DCO Application and the preparation of a CTMP, in accordance with that Framework, would be a requirement of the draft DCO. It is considered by CH2M that this approach is the most approach to managing construction movements and recommends that Highways England reviews the CTMP in due course to ensure it is an appropriate document; 3) The TA lists the committed developments that would need to be incorporated into the future baseline and future year assessment. It is considered by CH2M that North Lincolnshire Council is best placed to advise on the suitability of the sites provided for inclusion for assessment purposes; 4) It is noted by CH2M that no Strategic Road Network ('SRN') links have been used to derive the peak hours on the SRN within the study area; 5) It is not clear why other junctions aside from the site access within the study area have not been modelled, or at least numbers presented to demonstrate why they do not have to be modelled for assessment purposes. It is noted by CH2M that this information needs to be provided for completeness, and transparency. As such, CH2M are not able to ascertain the impact of the development proposals at the SRN; 6) It is stated that a Framework Construction Worker Travel Plan will be prepared as part of the DCO Application; and the appointed contractor will be required to prepare the final CWTP in accordance with this Framework CWTP. This approach is welcomed by CH2M; a	 be secured by a Requirement of the draft DCO (Application Document Ref. 2.1). The SRN ('Strategic Road Network') has been included in the Framework CTMP (Application Document Ref No. 7.2). Link flows for the M180 to the east and west of M180 Jct 2 have been extracted from Webtris to establish the peak hour on the SRN. This identifies the peak hours to be 07:00 – 08:00 and 16:00 – 17:00. The impact of construction traffic on the M180 during the peak hours is very low with a maximum increase of 3.6% predicted on the M180 to the west of Junction 2 during the AM peak hour. Based on the temporary nature of the construction traffic effects (e.g., peak construction traffic only occurs for 2 months of the 42-month build programme) it is considered that no further assessment of the SRN is necessary. The impact of construction traffic on the M180 during the peak hours is very low, with a maximum increase of 3.6% predicted on the M180 to the west of Junction 2 during the AM peak hour. Peak levels of the server low, with a maximum increase of 3.6% predicted on the M180 to the west of Junction 2 during the AM peak hour. Peak levels of construction traffic are predicted to occur for 2 months of the 42-month build programme – outside of this period, construction traffic effects will be significantly reduced. Consequently, it is considered that no further detailed assessment of the SRN is necessary. 	Framework Construction Traffic Management Plan (Application Document Ref. 7.2)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			7) It is considered by CH2M that the SRN should be included within the CTMP given that it is stated that M180 Junction 2 is to be used within the routing of construction vehicles.		
8.	Canal and River Trust	07/01/21	The Stainforth & Keadby canal runs south of Keadby Power Station. The red line boundary includes the access road over the canal and extends up to the waterway in relation to the proposed potential abstraction point and the proposed construction loading area in proximity to Keadby Lock.	The abstraction license is discussed in the Other Consents and licenses document and the Applicant continues to engage with CRT on the works required to demonstrate that a water abstraction licence can be granted for the Proposed Development.	Definition of works within work 10B clarified and do not allow piling/strengthening. Information about weight of vehicles using North Pilfrey Bridge included in application documentation.CRT protective provisions reflected in Draft DCO.
			The works to install an abstraction point would require consent and the grant of a license and be designed to safeguard navigational safety.	A meeting was held with the Canal and River Trust and Associated British Ports on 25 February 2021 regarding navigational safety. Should waterborne freight be utilised, the Canal and River Trust would be consulted at that time to ensure the sizes and loading times of vessels do not result in a hazard for navigational safety at the entrance to the Stainforth and Keadby Canal. As has happened on Keadby 2 Power Station, the Applicant would notify and work closely with the Canal and River Trust and harbour authority to minimise restrictions on use of Keadby Lock during lifting operations. Further information relating to navigational safety is presented in Appendix 12C: Navigational Risk Assessment (ES Volume II – Application Document Ref. 6.3), Including measures to mitigate navigational risk on users of the Stainforth and Keadby Canal.	Environmental Statement Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12) Framework Construction Traffic Management Plan (Application Document Ref. 7.2) Environmental Statement Chapter 9 (Application Document Ref. 6.2.9) Environmental Statement Chapter 15 (Application Document Ref. 6.2.15) Environmental Statement Chapter 11 (Application
			• Vibrations from construction could result in damage to the canal wash wall or the structure at Keadby Lock (a scheduled ancient monument). They advise that appropriate supporting information to ensure this does not happen.	The potential impact on Keadby Lock is considered within Chapters 9 and 15 of the Environmental Statement.	Document Ref. 6.2.11) LMBEP (Application Document Ref. 5.10)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
			They would welcome full confirmation that no additional piling works will occur as part of the development site.	The scope of works proposed for the Waterborne Transport Offloading Area (Work 10B) has been narrowed, see Schedule 1 of the Draft DCO (Application Document Ref. 2.1) and does not include piling works at Railway Wharf. Piling works will take place on the PCC Site some distance from the canal, and there may be some piling works in relation to the PCC Site.
			 They request details about new construction laydown area, but this could be reserved part of Construction Environmental Management Plan ('CEMP'), which they welcome. They advise information is provided about maximum weight of vehicles. 	The Applicant proposes to use waterborne freight during construction for larger AILs and has include provision within the Order Limits for transportation AIL.
				Detailed consideration will be given to the maximul weight of vehicles during detailed design once final details of the size, number and origin of loads are known. During construction, the Applicant will implement a Construction Traffic and Routing Management Plan to manage construction traffic including AIL, secured by a Requirement of the dra DCO (Application Document Ref. 2.1) with the plan agreed by Highways England and the local highwa authority. Please refer to the Framework CTMP (Application Document Ref No. 7.2) which sets out the bridge capacity of North Pilfrey Bridge. Any loa exceeding the bridge capacity would be brought in site via the alternative AIL routes or would be constructed on-site.
			• They advise that habitat enhancement should be considered to mitigate for the proposed and reinforce the corridor.	A LBMEP has been prepared and included with the application.
			Request further information to ensure offloading area does not result in a hazard for navigational safety at the entrance to the canal at Keadby or need unscheduled closure of canal.	Should waterborne freight be utilised, the Canal ar River Trust would be consulted at that time to ensu the sizes and loading times of vessels do not resu in a hazard for navigational safety at the entrance the Stainforth and Keadby Canal. As has happene on Keadby 2 Power Station, the Applicant would notify and work closely with the Canal and River Trust and harbour authority to minimise restrictions on use of Keadby Lock during lifting operations. Further information relating to navigational safety i

'n	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
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No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
				presented in Appendix 12C: Navigational Risk Assessment (ES Volume II – Application Documer Ref. 6.3), Including measures to mitigate navigational risk on users of the Stainforth and Keadby Canal.
			They require that the acquisition of any Trust land or rights over Trust land should be secured by agreement.	The Canal and River Trust standard Protective Provisions relating to Trust Land and navigational safety have been obtained and reflected in the DC Applicant wrote to Canal and River Trust in March 2021 and also on 25 May 2021 to identify land interests remaining within Order Limits and providi contact details for negotiations on abstraction licence.
			Request details of size and loading times of vessels to be offloaded to ensure that proposal does not result in hazard for navigational safety or unplanned closures.	The Applicant proposes to use waterborne freight during construction and has included provision with the Order Limits for transportation of AIL.
			They request that the DCO includes their standard provisions.	Detailed consideration will be given to the maximul weight of vehicles during detailed design once final details of the size, number and origin of loads are known. During construction, the Applicant will implement a Construction Traffic and Routing Management Plan to manage construction traffic including AIL, secured by a Requirement of the dra DCO (Application Document Ref. 2.1) with the plan agreed by Highways England and the local highwa authority. Please refer to the Framework CTMP (Application Document Ref No. 7.2) which sets out the bridge capacity of North Pilfrey Bridge. Any loa exceeding the bridge capacity would be brought in site via the alternative AIL routes or would be constructed on-site.
9.	Doncaster Metropolitan District Council	08/01/21	 No comments to make on Transportation until the receipt of an EIA. Acknowledge previous response but re-iterate previous comments to strongly request that a modelling exercise is undertaken to show the impact of the proposal on air quality within Thorne Town with respect to the extant UK Air Quality Regulations and human health. 	Point on Transportation noted. The Applicant has considered air quality effects at Thorne Town within the assessment and the result are provided in Appendix 8B (ES Volume II – Application Document Ref. 6.3).

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No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing	
10.	Northern Lincolnshire and Goole	19/01/21	• As scheme is fossil fueled power station, they are not able to establish 'Private Wire' arrangement as energy must come from clean renewable.	Noted. It is intended that all the electricity from the project will be export to the national grid to meet the need for dispatchable low carbon generation.	ES Chapter 18 (Major Accidents) refers to the emergency response arrangements.	
	NHS Foundation Trust		Question whether there will be community grants available. Query whether station will feed into District Heat Network. Interested to understand position on disaster receivery/feaming/emergency properties and would	 As part of best practice during construction of projects such as Keadby 2 and Keadby 3 the Applicant aims to link community grants to safe working practices on site. At the moment a contribution of £1,000 is made to a local charity following every month of safe working and this is something the Applicant envisages continuing during the construction of Keadby 3. Community Benefit funds, like the one for Keadby Wind Farm is, in part, offered for certain schemes such as wind farms because of the limited number of operational jobs and therefore more limited long-term investment in the local area. Thermal projects such as Keadby 3 will generate many hundreds of jobs during construction and provide a substantial number of long term, skilled jobs well into the future. Any community funding requirement linked to the DCO application would need to be clearly required to mitigate the effects of the power station and that will be reviewed as the application progresses. Irrespective of the planning need for such funding, SSE remain committed to supporting the local community support through established arrangements. The Combined Heat and Power Readiness study addresses the potential for the Proposed Development to feed into District Heat Networks or similar and demonstrates its readiness to do so when opportunities present themselves. 	Document References: DCO Schedule 2 in draft DCO (Application Document Ref. 2.1) Combined Heat and Power Readiness Assessment (Application Document Ref. 5.8) ES Chapter 4 (The Proposed Development) (Application Document Ref. 6.2.4) ES Chapter 18 (Major Accidents) (Application Document Ref. 6.2.18)	
				recovery/planning/emergency preparedness and would welcome opportunity to liaise at an early stage in this regard. Request indication of staff numbers and possible impact on local area should serious incident occur.	details of staff numbers, including shift times, and the Proposed Development is expected to create up to 50 operational roles. ES Chapter 18 (Major	





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing	
				Accidents) responds to these specific points and refers to the emergency response arrangements.		
11.	Cadent and National Grid	19/01/21	 Joint response on behalf of National Grid Electricity Transmission and National Grid Gas Plc. National Grid infrastructure will require appropriate protection for retained apparatus including compliance with relevant standards. Where land rights are intended to be acquired or apparatus interfered with appropriate protection and further discussion is required. 	The standard National Grid Protective Provisions have been requested (February & April 2021) in order that they can be incorporated into the DCO. No response has been received however we have obtained drafting for other National Grid Protective Provisions and will reflect these in the Draft DCO.	National Grid Protective Provisions will be reflected in the Draft DCO. Document Reference: DCO Protective Provisions in draft DCO (Application	
			 A list of affected infrastructure is provided. A list of points to be taken into consideration relating to electricity infrastructure, gas infrastructure, pipeline crossings and general notes on pipeline safety are provided. Further advice is provided. 	The design of the Proposed Development took account of Cadent and National Grid infrastructure in the vicinity.	Document Ref. 2.1) Works Plan (Application Document Ref. 4.3) Indicative Layout Proposed PCC Site (Application Document Ref. 6.4.7)	
	Northern PowerGrid	 werGrid and obliged to ensure electricity network is not compromise and they require all rights of access and protection of access They are embarking on a project to replace some of our apparatus and extend into third party land adjacent to our existing substation site at Keadby, at the moment do not ha a legal interest in this site but this will be formalised in the coming months. If and when, more information is available Northern Power(and obliged to ensure electricity network is not compromised and they require all rights of access and protection of access. They are embarking on a project to replace some of our 	Northern PowerGrid's statutory responsibilities are noted. The Applicant has refined construction laydown areas and the Order Limits to remove this area that	The Applicant has refined construction laydown areas and the Order Limits to remove an area of Northern Powergrid land.
			 was previously under consideration and will adopt alternative Laydown areas within the site, as shown in the Indicative Construction Laydown Areas Plan. A meeting was held regarding protective provisions 	Document Reference: Works Plan (Application Document Ref. 4.3)		
			would be able to discuss the project requirements and the impact they may have on our infrastructure to work with SSE Generation Ltd in bringing the development forward.	and these were incorporated into the DCO.	DCO Protective Provisions in draft DCO (Application Document Ref. 2.1) Construction Laydown Areas Plan (Application Document Ref. 6.4.8)	





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
13.	Airwave Solutions	19/01/21	 Airwave Solutions manage provide emergency service's telecommunication network. Request information about building heights. 	The Applicant sent an email to Airwave Solutions on 11 February 2021 with a table of the Proposed Development dimensions from the PEI Report, asking for any further comments by 8 Mach 2021.	N/A
14.	Highways England	19/01/21	 Can confirm that resolution was reached with regards to majority of issues raised. Outstanding requirements include Highways England having sight of TMP, Framework CWTP and the final Transport Assessment. 	 The Applicant notes that resolution was reached with regards to majority of issues raised and as per Highways England's request, the Applicant sent traffic copies of these documents to Highways England prior to submission. As set out in Section 4.5 of the TA (Appendix 10A in ES Volume II - Application Document Ref. 6.3), up to circa 50 permanent operational roles would be created. Assuming that all staff arrive in their own vehicle as a worst case, this equates to 50 vehicle arrivals and 50 vehicle departures per day. On this basis, a detailed assessment of the operational phase of the proposed development is not considered necessary as the vehicle numbers generated would be considerably lower than the DMRB screening threshold for a more detailed assessment (e.g., >200 vehicles per day). This is noted and a copy of the documents were provided to Highways England for review prior to submission of the Application with a supportive response received in May 2021. 	Document References: Framework Construction Traffic Management Plan (Application Document Ref. 7.2) Framework Construction Workers' Travel Plan (Application Document Ref. 7.3) ES Appendix 10A: Transport Assessment (Application Document Ref. 6.3.10)
15.	Public Health England	19/01/21	Gaps remain in the assessment of emissions from proposed development and the cumulative impact with nearby development/works.	Applicant has also taken into account Public Health England ('PHE') comments regarding potential effects of closure of K1 in both Chapter 14 (Landscape and Visual Amenity) and Chapter 15 (Cultural heritage) of the Environmental Statement and has produced visualisations to aid with interpretation.	Additional information has been included in the ES in Chapters 3 (The Site and Surrounding Area), 5 (Construction Programme and Management 9 (Noise and Vibration) and Appendix 9A: Construction





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			Overall, there is a lack of clarity regarding works across different phases, whether activities occur simultaneously, their intensity, what is existing and what is to be constructed.	The construction programme shows anticipated phasing of works including anticipated timing/duration of activities. Where uncertainty exists, e.g., in relation to activities occurring simultaneously/intensity, reasonable worst-case assumptions have been used to ensure a conservative assessment. Details of this can be found in Chapter 9 (Noise and Vibration) of the ES and Appendix 9A: Construction Noise Appendix.	Noise Appendix, 10 (Traffic and Transportation), 14 (Landscape and Visual Amenity), 15 (Cultural heritage) and 16 (Socio- economics). Document References:
			Uncertainties regarding carbon capture makes it difficult to assess public health impacts, would welcome inclusion of further details.	The air impact assessment within the ES has provided clarity on the potential health effects of emissions from the carbon capture plant and how those effects are proposed to be controlled and minimised, to assist in the assessment of the public health impacts. Emissions will be regulated by the Environment Agency through an Environmental Permit.	Chapter 3 (The Site and Surrounding Area) (Application Document Ref. 6.2.3) Environmental Statement Chapter 5 (Construction Programme and Management) (Application Document Ref.
			 Clearer and more accurate identification, reference, and justification for selection of the human health receptors in the assessments is recommended in each of the chapters. In view of the proximity of residential properties to the water connection, discharge corridors, abnormal indivisible load route and permanent emergency access via Chapel Road; it is recommended that further details are included in each of the 	Chapter 3 (The Site and Surrounding Area) Of the ES has been updated to reflect additional receptors such as the Scunthorpe Sea Cadets and Roe Farm as noted by PHE. These had previously been considered as a receptor group (including within ES chapters) but are now separated for ease of reference.	6.2.5) Environmental Statement Chapter 9 (Noise and Vibration) (Application Document Ref. 6.2.9)
			 chapters regarding the nature of these and any potential impacts from the construction, operational and decommissioning phases. It is recommended the public health impacts and mitigation from wastes arising from the development, their disposal and transport also be assessed and included in this application. Further details and clarity are recommended in relation to 	Impacts on residential receptors close to the water connection corridors have been assessed, taking into account the nature of works described in ES Chapter 5 (Construction Programme and Management).	Environmental Statement Chapter 10 (Traffic and Transportation) (Application Document Ref. 6.2.10) Environmental Statement Chapter 14 (Landscape and
			 electromagnetic fields (EMF). Further specific points and recommendations for consideration have been detailed in the Appendix. 	Wastes during the construction of the Proposed Development will be managed in accordance with the SWMP, the framework for which is included in the Framework CEMP (Application Document Ref. 7.1). Wastes during operation of the Proposed	Visual Amenity) (Application Document Ref. 6.2.14) Environmental Statement Chapter 16 (Socio-economics) (Application Document Ref. 6.2.16)





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				with BAT, as described in ES Chapter 7 (Legislative Planning). Other human health issues are signposted, and EMF addressed, in ES Appendix 16A (Human Health Signposting).	Environmental Statement Chapter 19 (Cumulative and Combined Effects) (Application Document Ref. 6.2.19)
			Recommend that the potential impact of the construction workforce on the availability and affordability of private rented accommodation must be assessed and reported within the ES.	The impact on the private rented sector has been included in the socio-economic assessment (ES Chapter 16) and reported as negligible (not significant).	Carbon Capture Statement (Application Document Ref. 5.8)
				The Housing Needs Assessment has also been reviewed and its findings referenced within the socio- economic assessment (ES Chapter 16).	
			 The traffic and transport chapter must assess and report on potential impacts to vulnerable road users. Further clarity required regarding the choice of peak construction year (2031), details regarding the consideration of cumulative impacts and how these change with time. In view of the proximity of residential properties to the water connection, discharge corridors, abnormal indivisible load route and permanent emergency access via Chapel Road; it is recommended that further details are included in each of the chapters regarding the nature of these and any potential impacts from the construction, operational and decommissioning phases. 	Further detail on accidents involving vulnerable road users is provided in Section 10.4 of this chapter. The peak of construction year 2031 has been assessed to take into account the anticipated worst- case peak of construction traffic forecast at the latest start date in the available construction programme, considering a consent with a 7-year duration. This assessment year also complies with Department for Transport ('DfT') Circular 02/2013 which requires a future year assessment scenario ten years after the submission of the application. Details regarding the committed developments that have been considered as part of the assessment are provided in the Transport Assessment (see Appendix 10A in ES Volume II - Application Document Ref. 6.3).	
				As set out in the Transport Assessment (see Appendix 10A in ES Volume II - Application Document Ref. 6.3) the majority of AIL deliveries will arrive via the Waterborne Transport Offloading Facility at Railway Wharf or via the SRN, accessing the Proposed Development Site from M180 Junction 2 via the A161 and A18 therefore avoiding residential properties. Use of the alternative AIL route from	





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				Ealand village via Bonnyhale Road that was consented as part of the Keadby 2 application wo be minimised and used only where no alternative route is feasible.
			• The decommissioning and removal of Keadby 1 structures should be considered within the cumulative effect's assessment of the ES unless: Suitable and sufficient evidence is available to demonstrate that the decommissioning and removal of Keadby 1 structures will definitely not overlap with the construction of Keadby 3; or Embedded mitigation within the ES confirms that the operator will not decommission and remove Keadby 1 structures during the course of the construction of Keadby 3.	It is confirmed that Keadby 1 power station will not be able to operate at the same time as the Propo Development so there will not be cumulative operational effects from the two power stations operating simultaneously. Similarly, any decommissioning of Keadby 1 Power Station wou not occur concurrently with construction of the Proposed Development, as explained in Section 2 (Chapter 2: Assessment Methodology - ES Volum – Application Document Ref. 6.2). The future time of any closure and demolition of Keadby 1 power station is unknown and depends on many factors and has therefore not been considered within the main environmental impact assessment. However specific additional landscape and visual impact scenario has been considered where the Keadby power station structures have been removed from the future baseline.
				Effects on the visual amenity of K1 decommission scenario are presented in Chapter 14 (Landscape and Visual Amenity) of the ES Volume I and representative photomontages produced to aid visual interpretation.
				The approach to the assessment of cumulative impacts due to fugitive emissions of construction provide in Chapter 19: Cumulative and Combined Effects (ES Volume I – Application Document Ref 6.2) and further described in paragraphs 2.1.5 to 2.1.7 of Appendix 8A (ES Volume II – Application Document Ref. 6.3). The assessment of construct road traffic emissions in this chapter accounts for projected growth in traffic flows from an existing baseline, and therefore is inherently cumulative.

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				rationale for this is explained in Appendix 10A: Transport Assessment (ES Volume II – Application Document Ref. 6.3).	
16.	West Lindsey	19/01/21	West Lindsey District Council do not have any comments to make.	No response required.	N/A
17.	ESP Utilities Group	19/01/21	• ESP Utilities Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affected by proposed works.	No response required.	N/A
18.	Marine Management Organisation	20/01/21	 Applicant requested consultation take place only on information relevant to fish ecology and therefore other topics relevant to the PEI have not been reviewed. Marine Management Organisation ('MMO') notes this impacted their ability to provide advice. 	The MMO licensing team were provided with the full suite of materials relating to topics such as fish ecology, noise & vibration and water quality within the PEI Report. To help guide their review, a signposting was provided through the MMO's 'ENQ' pre-application process. Prior to the MMO's review of the Stage II consultation materials and the PEI Report, the rationale for a fisheries-focused engagement between the MMO and their advisors (The Centre for Fisheries and Aquaculture Science) was discussed in detail and agreed with the MMO. In order to address and discuss feedback raised by the MMO, a technical engagement meeting was held with the MMO in January 2021. A follow up engagement meeting with the MMO, and technical advisers at Cefas, was held in May 2021.	Additional detail regarding the nature, extent and duration of works within the marine environment has been provided within the ES. The marine works proposed in Schedule 1 of the draft DCO, and the construction information in Chapter 5 of the ES, have been defined more clearly/narrowly. An assessment of potential impacts arising from piling and underwater noise effects has been carried out. Document References: Habitat Regulations Assessment Screening Report (Application Document Ref. 5.12)
			 MMO response states that detail is lacking on how temporary and permanent impacts to aquatic habitats are likely to occur. MMO advise that a more detailed description of the sensitive of fish species utilising the River Trent, Stainforth and Keadby Canal should be included in the assessment in order to determine which fish receptors would be affected and therefore what mitigation would be most suitable to mitigate potential effects. MMO seek clarity on whether treated effluent discharged into the Trent will be specifically assessed against fish receptors. 	Additional detail regarding the nature, extent and duration of works within the marine environment has been provided within the ES. Engagement with the MMO was undertaken in January and May 2021 in order to provide more information about the interactions between the Proposed Development and the River Trent; opportunities for technical Q&A were provided on each occasion.	Environmental Statement Chapter 9 (Noise and Vibration) (Application Document Ref. 6.2.9) Environmental Statement Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11)





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				A detailed appraisal of key fish species has been provided within the ES. To aid the MMO's understanding of key receptors and impacts, an assessment of underwater noise on fish species h been provided. River Lamprey, a feature of the Humber Estuary SAC, are given specific consideration within the Habitats Regulation Assessment ('HRA').
				Potential effects associated with the abstraction ar discharge of cooling water have been assessed within the ES. As agreed with the MMO in May 202 the consideration of operational activities most appropriately sit under the responsibility of the Environment Agency and via the Environmental Permitting regime.
				Parameters are set out in Schedule 12 of the Draft DCO and the marine works proposed in Schedule have been defined more clearly/narrowly.
			• MMO require clarifications on how estimated piling energy/noise levels for the cofferdam installation have been calculated.	An assessment of potential impacts arising from piling and underwater noise effects has been completed; this is provided within the ES.
			 MMO advise that further advice is sought from MMO technical specialists regarding the suitability and robustness of chapter 9 and appendices 9A and 9B. 	In addition to technical engagement in January 20 a technical engagement meeting with the MMO and their specialist advisers at Cefas was held in May 2021. This was focused on key topics of MMO interest including Fisheries, Water Quality, Coasta Processes and Underwater Noise.
				The MMO had requested additional consultation regarding mitigation for key species, such as fish. Technical engagement with the MMO and Cefas in May 2021 identified key species of interest, the proposed mitigation and details of specific propose seasonal constraints.

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has	Environmental Statement Chapter 4 (The Proposed Development) (Application Document Ref. 6.2.4)
	Environmental Statement
and	Chapter 19 (Cumulative and Combined Effects) (Application Document Ref. 5.6.19)
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			MMO require more detailed description of fish environments (Chapter 11)	Building upon the existing characterisation provided in the PEI Report, additional information regarding key fish species has been provided within the ES. In addition, recognising the importance of potential effects arising from piling, an assessment of underwater noise on fisheries has been provided within the ES.	
			• MMO request that the final ES provides an estimate of the timing/duration of piling and construction activities that will take place within the River.	The MMO had requested additional consultation regarding mitigation for key species, such as fish. Technical engagement with the MMO and Cefas in May 2021 identified key species of interest, the proposed mitigation and details of specific proposed seasonal constraints.	
				During this meeting, the MMO and Cefas were presented with the suggested mitigation strategy and specific details of seasonal constraints. This was supplemented with an explanatory memorandum and meeting pack in May 2021.	
				Anticipated construction timeframes and programme details are available within the ES; this has been refined following consultation.	
			 MMO request more information on how assessments of impacts to fish from UWN and vibration will be carried out (see 3.20 of letter for list of information requirements). 	The MMO requested additional consultation regarding mitigation for key species, such as fish. Technical engagement with the MMO and Cefas in May 2021 identified key species of interest, the proposed mitigation and details of specific proposed seasonal constraints.	
				Building upon the existing characterisation provided in the PEI Report, additional information regarding key fish species has been provided within the ES. In addition, recognising the importance of potential effects arising from piling, an assessment of underwater noise on fisheries has been provided within the ES.	





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				Key species of interest locally are considered within the ES. Based on the assessments undertaken, the most appropriate seasonal restriction to mitigate potential effects is September to November, inclusive. The rationale for selection of this window was presented to the MMO and their technical advisers at Cefas in May 2021.
			• MMO request that ES consider any existing operational activities (e.g., abstraction of water and discharge) within the cumulative impact assessment study area which could result in cumulative, or in-combination impacts to fish.	Potential effects associated with the abstraction ar discharge of cooling water have been assessed within the ES. As agreed with the MMO in May 202 the consideration of operational activities most appropriately sits under the responsibility of the Environment Agency and via the Environmental Permitting regime.
				Existing operational activities (including abstraction and discharge) have been considered; no comparable activities have been identified locally which could reasonably be considered to act alongside the Proposed Development to have a cumulative (thermal or chemical) impact. [Keadby will utilise hybrid cooling which is highly efficient ar has a relatively low water demand; when considered alongside the fact that Keadby 1 (which has a high water demand) will not be operational alongside Keadby 3, there is likely to be an overall net improvement].
				It is expected that the Environment Agency, as the determining authority for the Environmental Permit will consider this matter during their appraisal of th Environmental Permit Application.
				Cumulative and in-combination effects are considered in Chapter 19: Cumulative and Combined Effects.
			• MMO advise that the ZOI for impacts to fish from UWN and vibration should be based on the extent of noise propagation in the river (determined through modelling).	Considered in Chapter 19: Cumulative and Combined Effects and is not considered to result in an adverse effect and instead discharge would res in an improvement on baseline.

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				The MMO requested additional consultation regarding mitigation for key species, such as fish. Technical engagement with the MMO and Cefas in May 2021 identified key species of interest, the proposed mitigation and details of specific proposed seasonal constraints.	
				Building upon the existing characterisation provided in the PEI Report, additional information regarding key fish species has been provided within the ES. In addition, recognising the importance of potential effects arising from piling, an assessment of underwater noise on fisheries has been provided within the ES.	
				Key species of interest locally are considered within the ES. Based on the assessments undertaken, the most appropriate seasonal restriction to mitigate potential effects is September to November, inclusive. The rationale for selection of this window was presented to the MMO and their technical advisers at Cefas in May 2021.	
			• At this stage, detailed information concerning the marine construction works for the project is limited and consequently the potential impacts from cumulative effects, increased suspended sediment concentrations, noise generating	Additional detail regarding the nature, extent and duration of works within the marine environment has been provided within the ES.	
			activities and marine construction upon fish receptors are not fully known. Appropriate impacts have been scoped in for consideration within the EIA.	Engagement with the MMO was undertaken in January and May 2021 in order to provide more information about the interactions between the	
			• Marine and migratory fish species found in the River Trent should be identified and assessed appropriately in the EIA, particularly, if subtidal piling is required. Based on the information presented by the Applicant, there are a number of	Proposed Development and the River Trent; opportunities for technical Q&A were provided on each occasion.	
			outstanding concerns and uncertainties which require addressing in the ES. Consequently, the duration and the timing of the proposed pilling works should be presented by the Applicant so that the likelihood of potential impacts to fish receptors can be assessed.	A detailed appraisal of key fish species has been provided within the ES. To aid the MMO's understanding of key receptors and impacts, an assessment of underwater noise on fish species has been provided. River Lamprey, a feature of the	





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				Humber Estuary SAC, are given specific consideration within the HRA. Potential effects associated with the abstraction a discharge of cooling water have been assessed within the ES. As agreed with the MMO in May 20 the consideration of operational activities most appropriately sit under the responsibility of the Environment Agency and via the Environmental Permitting regime.
19.	Maritime and Coastguard Agency	20/01/21	 Appears that there will be works undertaken in the marine environment which may impact navigation on the River Trent and local canals. It is expected all works to be considered under the Marine Licensing requirements and the Maritime and Coastguard Agency ('MCA') expect to be consulted. It is likely any concerns could be addressed by conditions. For those works within the marine environment, the MCA would expect to see a full consideration of their potential impact on the safe navigation of vessels transiting the area, and the safety of other marine users. 	A Navigational Risk Assessment has been carried out and the results are discussed in ES Chapter 7 In line with the MCA's recommendations, consultation with a range of relevant marine stakeholders. This is reported in full within the Navigational Risk Assessment ('NRA'); technical engagement was undertaken with Trinity House, MCA, ABP Humber (as appropriate navigational authority), PD Keadby, Royal Yachting Associatio MMO, CRT and a range of local recreational user
			The MCA would like to see further information and detail provided to determine the significance of the 'minor adverse (not significant)' predictions regarding the cofferdam installation in the PEI Report. Where possible, the developer should also seek to consult other local marine stakeholders, including both commercial shipping and recreational vessel groups.	The Applicant prepared a Navigational Risk Assessment which considers in full the potential risks associated with the use of a cofferdam withi the River Trent. As part of this process engageme was carried out with a number of commercial and recreational consultees including the appropriate navigational authority, ABP Humber, and the Scunthorpe Sea Cadets.

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ed 12.	A Navigational Risk Assessment has been carried out and the results are discussed in ES Chapter 12. In line with the MCA's recommendations, consultation with a range of relevant marine stakeholders is included.
on, ers.	Document References: Environmental Statement
nin nent	Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12)
d Ə	Appendix 12C: Navigational Risk Assessment (Application Document Ref. 6.3.22)
	DCO Deemed Marine Licence in draft DCO (Application Document Ref. 2.1)
	Framework Construction Traffic Management Plan (Application Document Ref. 7.2)





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20.	Historic England	20/01/21	20/01/21	 Historic England generally agrees with the conclusions of the Preliminary Environmental Information Report (PEI Report) and the Non-Technical Summary (NTS), that the development will have a negligible impact on designated heritage assets 	The Applicant notes that Historic England generally agree with the conclusions of the PEI Report. There was a misunderstanding in this response as Keadby Lock infrastructure is not owned by the power station and is owned by PD Ports. This was explained during technical engagement. An intrusive site investigation was carried out and the results are considered in ES Chapter 15 and reported in full in Appendix 15B and 15C. The strategy for further investigation has been discussed with NLC and is presented in the Outline Written Scheme of Investigation ('OWSI') (Application Document Ref. 7.4).	Document Reference: Environmental Statement Chapter 15 (Cultural Heritage) (Application Document Ref. 6.2.15) ES Appendix 15B: Geoarchaeological Hand Auger Survey Fieldwork Report (Application Document Ref. 6.3.30) ES Appendix 15C: Geophysical Survey Fieldwork Report	
			 Once into the operational and decommissioning phase there may be an opportunity to improve the immediate environs and setting of the Scheduled and Gd II Listed Keadby Lock (National Heritage List for England UID: 1005204 & 1342734). This could be achieved by the removal of some of the infrastructure around the Lock which relates to the Power Station. 	There was a misunderstanding in this response as Keadby Lock infrastructure is not owned by the power station and is owned by PD Ports. This was explained during technical engagement.	(Application Document Ref. 6.3.31)		
	Pleased to see intrusive site investigation regarding archaeology is to be undertaken pre-determination so that a clear understanding of the archaeological potential of the development can be addressed in a manner proportionate to their significance, as required by national policy. Noted. An and the re reported in strategy for with NLC a	Noted. An intrusive site investigation was carried out and the results are considered in ES Chapter 15 and reported in full in Appendix 15B and 15C. The strategy for further investigation has been discussed with NLC and is presented in the OWSI (Application Document Ref. 7.4).					
21.	Environment Agency	20/01/21	20/01/21	20/01/21	 /01/21 Find initial protective and mitigation measures relating to biodiversity to be acceptable but await further information in due course. 	Noted.	Breach modelling has been carried out and updated design flood levels and proposals for
			Consider proposal from a water quality/resources perspective to be acceptable provided relevant regulations are adhered to.	Water Framework Directive ('WFD') assessment is presented in Appendix 12B and confirms no deterioration in WFD status of waterbodies as consequence of the Proposed Development. This is also summarised in ES Chapter 12 (Water Environment).	raising critical infrastructure have been proposed within an updated draft FRA. The breach model and the updated Flood Risk Assessment ('FRA') have been provided to EA in advance		





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			 In the current format the submitted FRA does not comply with requirements set out in PPG (EA note that it fails to take into account the Critical Flood Level for North Lincs, provide details of the site-specific breach assessment, details of how the provided climate change flood levels for the Trent have been calculated/applied or provide floor levels for the development in metres AOD). Previous response to the Keadby 3 Low Carbon Gas Power Station Scoping Opinion consultation included comments on flood risk, which have not been addressed in the FRA relating to critical flood level. They request the full report for the site-specific breach model relating to the River Trent defenses and Keadby 2. FRA should include relevant climate change allowances when assessing the site-specific breach flood level or breach flood scenarios. Where areas of the site are below the critical flood level or breach flood level, the FRA should propose alternative mitigation measures such as flood resilience measures and safe refuges for occupants of the site above the maximum flood levels. 	The Applicant held a meeting with the Environment Agency on 22 February 2021 to agree a reasonable design flood level. A follow up meeting was held on 26 April 2021 in which the Applicant provided an updated on breach modelling completed which confirmed the 2.2m AOD breach level consistent with K2. This has been used as the basis for designing the platform for the Main Site +400mm freeboard = 2.6m AOD (consistent with K2) with critical operational infrastructure to be raised/achieve flood resilience beyond this up to a min of 3.6m AOD (consistent with K2) and up to 4.1m AOD + 300mm (the critical flood level for Isle of Axholme) where reasonably practicable. This has been reflected in a Requirement in Schedule 2 of the draft DCO. EA has been provided with breach model and FRA to provide an opportunity to comment/feedback prior to submission.	of the submission of the DCO Application for technical comment. Document References: Environmental Statement Chapter 8 (Air Quality) (Application Document Ref. 6.2.8) Environmental Statement Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11) Environmental Statement Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12)
			• Several parts of the proposed development are close to Environment Agency main rivers and flood defenses, including the Stainforth and Keadby Canal, the Three Rivers, and the River Trent. Development in these areas will require Flood Risk Activity Permits. Flood Risk Activity Permits assess the impact of the proposals during both the construction and lifetime of the proposed development.	Noted. The anticipated requirement for separate Flood Risk Activity Permits is discussed in the Flood Risk Assessment in Appendix 12A of the ES (Application Document Ref. 6.3) and the Other Consents and Licenses document (Application Document Ref. 5.4).	ES Appendix 12A: Flood Risk Assessment (Application Document Ref. 6.3.20) Draft DCO (Application Document Ref. 2.1) Other Consents and Licenses Document (Application Document Ref. 5.4)
22.	Anglian Water	20/01/21	• Having reviewed our statutory asset plans there does not appear to be any existing water supply infrastructure managed by Anglian Water in the vicinity of the above works.	The Applicant notes that there is no existing Anglian Water supply infrastructure in the vicinity of the Proposed Development.	Document references:





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			• We would welcome further information being provided in relation to surface water abstraction on the River Trent to understand whether there any significant impacts anticipated downstream of the proposed development site.	The Canal Water Abstraction is the preferred method of cooling water abstraction. If River Water Abstraction Option were used it would use, or take over, the existing Keadby 1 Power Station infrastructure and abstraction.	Environmental Statement Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12)
			• We would recommend that SSE Generation Ltd obtains pre- planning advice from Yorkshire Water and Anglian Water for the proposed activities which require a water supply to inform the application to be submitted to the Planning Inspectorate.	Yorkshire Water and Anglian Water were both consulted during the Section 42 consultation. Furthermore, the Proposed Development does not require a mains supply for process water, although will require towns water for potable use.	Works Plan (Application Document Ref. 4.3) Other Consents and Licenses
			• The site is located outside of our statutory sewerage area and is served by Severn Trent Water. As such we would expect Severn Trent Water as the incumbent sewerage undertaker to be consulted further in relation to any requirements for foul connection(s) to the public sewerage network.	It is proposed that the foul drainage from permanent welfare facilities would be directed to the local sewerage system, subject to suitability of the infrastructure and agreement with the local sewerage undertaker, Severn Trent Water, who were consulted at section 42 stage.	Document (Application Document Ref. 5.4) DCO Protective Provisions in draft DCO (Application Document Ref. 2.1)
				The existing foul sewer connection within the Keadby Site would be utilised if it is found to be fit for purpose for the lifetime of the development. If this is not the case, a package treatment plant will be used (included for in Work 1) which will discharge into the cooling water outfall.	
			• Anglian Water would welcome discussion relating to the protective provisions be included in the wording of the Draft DCO. Appendix 1 of this letter outlines our standard protective provisions which we normally request is included in the Draft DCO.	Should there be the potential for impacts upon Anglian Water infrastructure standard PPs will be requested.	
23.	Trinity House	20/01/21	• Trinity House is primarily concerned with the works that are to take place below the high-water mark. Therefore, as these works lie within the jurisdiction of ABP Humber, we advise that all marine safety risk mitigation measures should be agreed with ABP Humber in the first instance.	The Applicant held a meeting with Trinity House and ABP on 25 February 2021. The Applicant prepared a Navigational Risk Assessment which considers in full the potential risks associated with the use of a cofferdam within the River Trent. As part of this process engagement was carried out with a number of commercial and recreational consultees including the appropriate navigational authority, ABP Humber, and the Scunthorpe Sea Cadets.	A Navigational Risk Assessment has been carried out and the results are discussed in ES Chapter 12. In line with the Trinity House's recommendations, consultation with a range of relevant marine stakeholders is included.
				the appropriate navigational authority, ABP Humber,	st





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					Environmental Statement 10 (Traffic and Transport) (Application Document Ref. 6.2.10)							
					Framework Construction Traffic Management Plan (Application Document Ref. 7.2)							
					ES Appendix 12C: Navigational Risk Assessment (Application Document Ref. 6.3.22)							
24.	Homes England	20/01/21	• Homes England does not wish to make any representations on the subject project at this time.	No response required.	N/A							
25.	Network Rail	ork Rail 20/01/21	il 20/01/21	20/01/21	20/01/21	20/01/21	20/01/21	20/01/21	Rail 20/01/21	• Network Rail note that proposals include the routing of construction traffic (including HGVs/abnormal loads) over the railway. At this stage, the information supplied is not sufficiently detailed to fully assess potential impacts of the scheme on the railway and further information will be required to properly respond on the likely impacts of the proposed scheme.	An Abnormal Individual Load Strategy is located within the CTMP and includes the load bearing capacity of the North Pilfrey Bridge over the railway and identifies alternative routes. It also identifies relevant Network Rail assets.	AlL strategy within the submitted CTMP identifies Network Rail assets, and proposed/alternative vehicle routeing that takes account of the loading capacity of assets.
			• The developer must liaise closely with Network Rail Asset Protection to ensure that the haulage routes into the site are appropriate and the design and construction of the new power station and associated infrastructure will not have an adverse impact on railway operations. It is therefore assumed that a condition of the Order would be that detailed specifications of the proposed scheme and traffic management plans are to be provided and agreed in writing before development can commence.	Please refer to the Framework CTMP (Application Document Ref No. 7.2) which sets out the bridge capacity of North Pilfrey Bridge and the A161 Crowle Bridge both of which cross the railway. The Framework CTMP includes an AIL strategy which recognises that any loads exceeding the capacity of North Pilfrey Bridge could be brought into site via the Waterborne Transport Offloading Area at Railway Wharf or alternatively, be constructed on-site.	idgeDocument references:CrowleEnvironmental Statement 10vhich(Traffic and Transport)acity of(Application Document Ref.e via the6.2.10)							
				We can confirm that the Chapel Lane level crossing will not be utilised by Keadby 3 construction or operational traffic. It is located well away from our designated HGV route and no part of the Proposed Development lies on the strip of land that is accessed by the level crossing. The nearest part of the Proposed Development (the canal water supply connection) would be constructed at least 25 meters to the north of the level crossing and on the other	Management Plan (Application Document Ref. 7.2) DCO Schedule 2 in draft DCO (Application Document Ref. 2.1) Book of Reference and Land Plans (Application Document Ref. 3.1)							





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				side of the South Soak Drain, and access during construction of this work would be via land to the north that is owned by the Applicant.
			Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and land interests	The proposed generating station is to be sited som 200m north of the railway, beyond the overhead lines. No new overhead lines or towers near to the railway are proposed. Small associated developme works such as underground water pipelines, roadways and administration buildings may be situated closer but at least 100m away. An alternative AIL route in our Framework CTMP is via Bonnyhale Road and the A161 Crowle Bridge which has a 32t/axle limit and has NR asset number DOW/25C. This is a public highway and the bridge owned by NLC. The PEI Report and our Framework CTMP explains this proposal and notes that it was used for 10 AILs for the Keadby 2 construction project. It would be used for a low number of movements for the Keadby 3 project.
26.	Humberside Police	20/01/21	• Humberside Police has no objections or comments to make on these proposals.	No response required.
27.	North Lincolnshire Council	20/01/21	NLC do not wish to raise any objection to the principle of the proposed scheme.	The Applicant notes that North Lincolnshire Counc do not object to the principle of the Proposed Development.
			 Having reviewed air quality information, they can confirm agreement to the approach to the assessment of air quality impacts. With regards to air quality during the operational phase the operational phase it is noted that in relation to human receptors, Vazon Bridge House (482507, 411501), located closest to the proposed development has not been identified. 	Vazon Bridge House has been added as a receptor for the construction and operational assessments. framework CEMP has been developed for the DCC application (Application Document Ref. 7.1) and covers all the aspects raised by NLC.

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	N/A
ouncil	Vazon Bridge House has been added as a receptor for the construction and operational
eptor nts. A DCO d	assessments. A framework CEMP has been developed covering all the aspects raised by NLC. Additional land for biodiversity provision has been identified in Work 11A and the





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			 Due to the COVID-19 outbreak it was agreed that the use of baseline sound survey data presented in the Keadby 2 Power Station ES was appropriate to inform the assessments in the PEI Report. If practicable, additional baseline data should be collected in 2021 to cover the gaps in the baseline data collected and to verify the data collected in 2015/2016 It is proposed that operational noise limits will be secured by a Requirement of the draft DCO. The Council's EHO agrees with the proposal to undertake further consultation with NLC regarding appropriate noise limits and the consideration of the context assessment. 	Noted. Due to ongoing COVID-19 restrictions and limited traffic no more noise surveys will be carried out pre application. However, the Applicant is committed to undertaking a baseline noise survey to inform detailed design pre-construction, and this commitment is reflected in ES Chapter 9 (Noise and Vibration) and will be reflected in Appendix 20A: Commitments Register.	LBMEP, in order to deliver greater enhancement Control over the positioning and size of the gatehouse and its setback from the A18 has been provided in works plans and Schedule 12 of the Draft DCO. Document References: ES Chapter 5 (Construction
			• The Council's EHO is satisfied with proposals and approach to contamination.	Noted.	Programme and Management) (Application Document Ref.
			 Having reviewed ecology information, the ecologist is satisfied. Biodiversity enhancement should be secured by implementing the measures set out in Section 11.7 of Chapter 11 of the PEI Report. In order to make sure that biodiversity net gain is quantified and deliverable, the applicant is advised to make use of Defra's Biodiversity Metric Version 2.0. 	This is noted and additional land for biodiversity provision is identified in the targeted re-consultation exercise (25 March – 1 May 2021). Performance will be measured against the Defra v2.0 metrics within the LBMEP within the DCO Application. A call was held with NLC 5 January 2021 on the general approach to enhancement and a draft copy of LBMEP was shared on 20 April 2021prior to application submission for feedback.	 6.2.5) Environmental Statement Chapter 8 (Air Quality) (Application Document Ref. 6.2.8) Environmental Statement Chapter 9 (Noise and Vibration)
			If the River Trent option is selected for water abstraction, it will be necessary to consider the potential for likely significant effects on River Lamprey and Sea Lamprey (jawless fish).	Noted. This option is being taken forward into the application. Potential effects have been assessed in the ES & HRA. An assessment of the effects of underwater sound on fish including lamprey is also provided in Appendix 11H. Mitigation to avoid significant effects, including restrictions on the timing and working hours are reflected in Chapter 5 (Construction Programme and Management).	(Application Document Ref. 6.2.9) Environmental Statement Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11)
			• With regards to construction traffic, it would be useful to understand the anticipated working hours/shift patterns for construction workers as this will support the assumption that the majority of construction workers are arriving/departing outside highway peak hours.	Construction working hours are 07:00 – 19:00 Monday to Friday and 08:00 – 13:00 (if required) on Saturday. The arrival and departure profile of construction workers as set out in Table 16 of the TA (Appendix 10A in ES Volume II - Application Document Ref. 6.3) shows the majority of workers arriving at site between 06:00 and 08:00 and departing the site between 18:00 and 20:00. This is	Environmental Statement Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12) Environmental Statement Chapter 13 (Geology,





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				Power Station which gained DCO consent in September 2018 and West Burton C Power Station which gained DCO consent in October 2020.	Hydrogeology and Land contamination) (Application Document Ref. 6.2.13)
			• Any security gatehouses should be set sufficiently far back from the A18 access to allow vehicles to queue (if required) on the access road rather than on the A18.	The comments are noted – Application Document Ref. 4.14 provides the location and general arrangement plans for the proposed gatehouse north of the A18. An area adjacent to the gatehouse will be set aside for traffic arriving at the Site so that there will be no queueing onto the public highway.	Environmental Statement Chapter 14 (Landscape and Visual Amenity) (Application Document Ref. 6.2.14) Environmental Statement
			A Construction Phase Traffic Management Plan and Construction Worker Travel Plan will be required.	Please refer to the Framework CTMP (Application Document Ref No. 7.2) and Framework CWTP (Application Document Ref. No. 7.3).	Chapter 15 (Cultural Heritage) (Application Document Ref. 6.2.15)
			• It is noted that the proposal is for operational traffic to use the A18 access, rather than the existing main access on the B1392. However, it is not clear what the reason for this is and whether this will apply solely to operational traffic associated with Keadby 3, or all operational site traffic; clarification on this	The reason for operational traffic using the A18 access rather than the existing main access on the B1392 is to reduce the number vehicles associated with the power station travelling through Keadby village.	Environmental Statement Chapter 19 (Cumulative and Combined Effects) (Application Document Ref. 6.2.19)
			point would be appreciated.	The consultation set out above sought views on the principle of Keadby 3 operational traffic being via the	ES Appendix 20A: Commitments Register
		A18 access. See for example the commun newsletter. Following consultation, it has b decided it will be the main permanent acce Keadby 3. Concept design work for the jun following engagement with the local highw	A18 access. See for example the community newsletter. Following consultation, it has been decided it will be the main permanent access for Keadby 3. Concept design work for the junction, following engagement with the local highways authority, is now complete.	Landscaping and Biodiversity Management and Enhancemen Plan (Application Document Re 5.10)	
			• It is also noted that there is a proposal to upgrade the existing perpendicular junction with the A18 to facilitate this. This appears to consist primarily of localised widening to allow for the provision of a ghost island, for right turning traffic. No	It is proposed that all operational traffic for the Proposed Development will utilise the A18 access. Based on journey to work census data for MSOA North Lincolnshire 006 (E02002754) in which the	Habitats Regulations Assessment Screening Report (Application Document Ref. 5.12)
			details appear to have been provided to justify why these junction improvements are required.	Proposed Development Site is located, it is estimated that approximately 40% of operational staff traffic will arrive and depart to and from the east. Providing a right-turn lane would prevent	Indicative Layouts/Junction Drawings to the Gatehouse
				vehicles that are waiting on the A18 to turn right into the site from inhibiting the A18 westbound straight on flow whilst also improving road safety by providing a degree of shelter for right turning traffic from the	DCO Schedule in draft DCO (Application Document Ref. 2.1)





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				westbound straight-ahead flow. As the junction improvement would take place at the start of construction (refer to Chapter 5: Construction Programme and Management in ES Volume I – Application Document Ref. 6.2) construction traffic using the improved A18 junction will also benefit from this road safety improvement. A general arrangement plan of the junction is provided as Application Document Ref. 4.6. It is noted that a Stage 1 and 2 Road Safety Audit is required. A sta 1 RSA has been prepared and is submitted as Appendix 10B (ES Volume II – Application Docum Ref. 6.3).
			Confirm agreement to the approach to the assessment and mitigation of landscape and visual impacts.	Noted.
			Landscape and visual impact avoidance measures should be secured by DCO requirements.	Landscape and Visual Impact Avoidance Measure are to be secured by DCO requirements.
			 Drainage team has raised no objection to the proposed method of assessing flood risk. 	Noted. A review of FRA by LLFA would be welcomed. EA has noted that NLC will be responsible for setting design flood levels, advised by the EA.
			 Assessment of the impacts on non-designated built heritage assets and the ASHLI are satisfactory. 	The OWSI has been subject to agreement with NL HE officer prior to submission of application. Meet
			 In order to more accurately locate and identify unrecorded archaeology within the proposed development site and assess the significance of the remains to inform the EIA, archaeological field evaluation is required. The field evaluation will need to be undertaken at the earliest opportunity to inform the pre-determination EIA and DCO examination process, and that any mitigation measures resulting from the findings of the evaluation should be set out in a final Mitigation WSI, the implementation of which may be secured by an appropriately worded DCO requirement. 	was held with NLC on 14 January 2021 and regula updates were provided by AECOM archaeologists keep NLC informed of progress, findings, and nex steps throughout pre-submission stages, following the Stage 2 Consultation.

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			NLC have also identified a number of schemes for the cumulative impact assessments.	This information is welcomed. A refresh of the cumulative schemes list has been carried out for the ES Chapter 19 (Cumulative and Combined Effects).	
28.	Lincolnshire Wildlife Trust (Non- prescribed consultee)	20/01/21	Disappointed that a gas fired power station is being proposed, especially in consideration of the UK Gov's net zero target.	Current Government strategy and a number of organisations, including the National Infrastructure Commission, recognise the role of gas CCUS in helping the UK to achieve the UK Government's net zero target.	Additional land for biodiversity provision has been identified in Work 11A and the LBMEP, in order to deliver greater enhancement.
				Planning for the deployment of CCS in the UK has been deemed a "necessity, not an option" by the Committee on Climate Change if we are to achieve Net Zero by 2050.	Document References: Planning Statement (Application Document Ref. 5.5)
				Keadby 3 will only be progressed where there is a clear low-carbon pathway and where its construction and operation is consistent with SSE's wider decarbonisation targets. The Applicant is working with National Grid and Equinor to support the	Environmental Statement Chapter 6 (Consideration of Alternatives) (Application Document Ref. 6.2.6)
				development of the required infrastructure, which we believe is key to decarbonising the Humber region, and we are echoing the importance of this infrastructure being delivered in our conversations with Government. The Applicant's aim is for the infrastructure, which will also connect into other local plant, and Keadby 3 to be developed in parallel.	Environmental Statement Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11)
			Have not been presented with sound evidence that CCS will not have a negative impact on marine environment.	The Northern Endurance Partnership (NEP) will be responsible for the offshore section of the CO2 transport/ export pipeline to the Endurance geological store under the North Sea, CO2 injection	Landscaping and Biodiversity Management and Enhancement Plan (Application Document Ref. 5.10)
				wells and associated works. These elements do not form part of the DCO Application and will be subject to separate offshore consent applications by third parties. Impacts on the marine environment would be assessed in any such consent applications.	Habitats Regulations Assessment Screening Report (Application Document Ref. 5.12)





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			Cannot consider proposed CCUS mitigation as proposed Humber hub and storage system not yet applied for, disappointed was not applied for at the same time as this. Minded to object for this reason alone.	The cumulative effects of the Proposed Development and the forthcoming Humber Pipelines project will be considered in their cumulative effect assessment and consulted on via their s42/s47 consultation, since the Proposed Development will form part of the committed scheme baseline for those (later) applications. The Applicant will not implement Keadby 3 without a pathway to low carbon operation. Schedule 2 of the Draft DCO (Application Document Reference 2.1) contains controls to prevent the construction of the Proposed Development until certain conditions relating to the Zero Carbon Humber carbon gathering network have been met. The need and benefits for CCS equipped power stations and CCUS more generally are recognised in the Energy White Paper and other government policy, the National Infrastructure Commission's advice to government, and the Committee on Climate Change. More information is provided in the	
			 Biodiversity information does not meet current and emerging best practice and should secure a minimum of 10% Biodiversity Net Gain, although this is not a requirement. Strongly recommend information from site surveys is used to complete Defra biodiversity Metric. 	Planning Statement. This is noted and additional land for biodiversity provision is identified in the targeted re-consultation exercise (25 March – 1 May 2021) and the DCO Application. Performance has been measured against the Defra v2.0 metrics within the LBMEP within the DCO Application.	
			• Look forward to seeing the results of the Habitats Regulations Assessment and will comment on those.	The Habitats Regulations Assessment will form part of the DCO application.	
			Until above issues addressed, they cannot support this development and will be minded to object.	Noted.	





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
29.	Forestry Commission	20/01/21	 As indicated in the K3 location plan and various documents provided there would appear to be no woodlands in the proposed development site. In relation to any tree planting or woodland creation as part of mitigation or biodiversity enhancement for the proposed development we recommend that this is carried out in accordance with the UK Forestry Standard. The Forestry Commission would strongly encourage the applicant to consider climate change when developing their proposed development. The predicted changes in temperature along with introduced plant pests and diseases mean that we there is a need to create and manage woodlands that are more resilient to these threats 	The Proposed Development does not include any woodland planting as it is not considered to be appropriate in this location given the open landscape. The LBMEP sets out landscaping and habitat proposals.	Document References: Environmental Statement Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11) Landscaping and Biodiversity Management and Enhancement Plan (Application Document Ref. 5.10)
30.	Isle of Axholme and North Notts Water Level Management Board	20/01/21	 The proposed surface water discharge from the site is in excess of that usually permitted by the Board. There is a potential impact upon the receiving watercourse. However, perhaps more importantly the capacity at both Bewcarrs and Paupers Pumping Stations is a matter that will require consideration. As such further discussions will be required to determine the acceptability of the proposal and agree any mitigation measures or financial contributions that may be deemed necessary to accommodate the additional flows both within the receiving watercourse and at the above-mentioned pumping stations. 	Predicted discharge rates have been provided to the Internal Drainage Board ('IDB') and agreement sought on general principle of a crossing a copy of the emergency access bridge, including sharing of a drawing. Their response is awaited.	IDB ditches are not subject to planning proposals within the LBMEP. Document References: Other Consents and Licenses Document (Application Document Ref. 5.4)
			 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. With this in mind the position of any boundary/ security fence will need to be considered and potentially consented. 	The design of the Proposed Development has taken into account the IDB bylaws and is cognisant with these. Where works are required that cannot comply with the bylaws etc., IDB consent will be sought and this is noted in the Other Consents and Other Licences document (Application Document Ref. 5.4).	Statement of Common Ground with Isle of Axholme and North Notts Water Level Management Board Environmental Statement Chapter 14 (Landscape and
			• the applicant is advised that they are likely to have a riparian responsibility to maintain the proper flow of water in any riparian watercourse which borders or flows through land owned or occupied by them.	No planting is being proposed in IDB ditches. Enhancement of other ditches for water vole are described in LBMEP. The Applicant's riparian responsibilities are noted.	Visual Amenity) (Application Document Ref. 6.2.14)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			• 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. The applicant should therefore note that the proposals described within this planning application may need to be altered to comply with the Board's requirements if the Board's consent is refused.	The Other Consents and Licences Document (Application Document Ref. 5.4) records the need for other approvals by the IDB where applicable.	Landscaping and Biodiversity Management and Enhancement Plan (Application Document Ref. 5.10)
31.	Natural England	20/01/21	 Natural England provided a list of designated sites relevant to the application and within 15km of the proposed development site which require assessment for potential operational air quality impacts. Natural England concurs that the construction of the proposed development has the potential to affect the designated features of the Humber Estuary SAC, Ramsar and SSSI, if the existing water intake and outfall structures on the River Trent need to be upgraded and welcomes the cofferdam installation being timed to minimise environmental impacts. Natural England would need to be satisfied that sufficient assessment of the potential impacts on lamprey species has been carried out within the HRA. Evidence should be provided on the effectiveness of the eel screens in limiting impingement/entrainment to ensure minimal mortality rates of lamprey. Advice for SSSI coincides with advice for impacts upon Humber Estuary as above, and there are a number which require assessment for potential operational air quality impacts. 	 ES Chapter 5 (Construction Programme and Management) outlines timing of cofferdam installation/removal to avoid impacts on designated / qualifying species o the Humber Estuary Ramsar/SAC etc. and further assessment can be found in the Habitat Regulations Assessment. Assessment of air quality impacts on habitats within the Humber Estuary is assessed in Appendix 8A and Appendix 8B, and is also summarised in Habitat Regulations Assessment. HRA provided to accompany the DCO application which considers potential effects on lamprey. Eel screen design has yet to be completed but will be based on a BAT assessment and the mesh size and abstraction velocity will be controlled so as to minimise the effect on lamprey and other slow swimming species. 	Timing of cofferdam installation/removal clarified within ES Chapter 5 (Construction Programme and Management) and design of the cofferdam will minimise changes in riverbed, bank erosion and toe scour, with further mitigation secured via the Deemed Marine Licence method statement conditions. The HRA considers potential effects on lamprey. Document References: Environmental Statement Chapter 8 (Air Quality) (Application Document Ref. 6.2.8)
				Air quality assessment considers a number of designated sites including SSSIs.	Environmental Statement Chapter 11 (Biodiversity and Nature Conservation)
			• They advise that further information should be provided to demonstrate when it would be appropriate to use additional bank protection mitigation measures.	Use of the cofferdam to create a dry in-channel working area would help to reduce overall channel disturbance and sediment generation.	(Application Document Ref. 6.2.11)
				Furthermore, consistent with comparable riverine development, the design of the cofferdam will work	Environmental Statement Chapter 12 (Water Environment





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			If water abstraction/ discharge takes place via the Canal.	 to minimise changes in riverbed, bank erosion and toe scour over it's use (noting that the duration of the cofferdam is anticipated to be limited – see Chapter 5: Construction Programme and Management for further details). Notwithstanding, additional bank / scour mitigation would be applied, if required; this may include the application of scour protection (such as rock bags or gabion baskets). It is anticipated that if required, this mitigation would be detailed through and secured within the method statement return process detailed within the draft Deemed Marine Licence. To provide further assurance, in order to validate these predictions, pre and post-works bathymetry may be completed, pending discussions with the MMO and ABP Humber, as appropriate navigational authority. Noted. Detail will be subject to agreement via the 	and Flood Risk) (Application Document Ref. 6.2.12) ES Appendix 8A: Air Quality Construction Phase (Application Document Ref. 6.3.5) ES Appendix 8B: Air Quality Operational Phase (Application Document Ref. 6.3.6) Habitat Regulations Assessment Screening Report (Application Document Ref. 5.12)
			 Natural England is of the opinion that the same screening considerations to that of the river abstraction should take place. Natural England welcomes the measures outlined at 12.5 and 12.6 Chapter 12 Water Environment of the PEI Report, which are to be included within a CEMP. CEMP should also consider potential impacts from discharging water from cooling system into the River Trent and an assessment of the risk of urban diffuse pollutants to Humber Estuary sites. 	Environmental Permit. Measures to avoid impacts on the water environment during construction are outlined in the CEMP. This takes account of assessment presented in Appendix 12B, including in relation to risk of urban diffuse pollutants.	
			 NE have not yet finalised a response regarding environmental thresholds for ammonia emissions at a number of SSSIs, information to be provided ASAP. NE also provided standing advice regarding a number of protected species. 	This was subsequently provided and has been taken into account in ES Chapters 8 (Air Quality) and 11 (Biodiversity and Nature Conservation), and Habitat Regulations Assessment. This has been taken into account in ES Chapter 11 (Biodiversity and Nature).	





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing	
32.	Keadby with Althorpe Parish Council	20/01/21	 Main concerns surround water abstraction. Question who the environmental impacts must be acceptable to. There are concerns that the canal water level will have to be kept artificially high to meet the water volume requirements. Flood Risk Assessment states neither water abstraction option will increase flood risk, have these assessments be ratified by an independent 3rd party? Council's preferred abstraction option is from the Trent, over the canal. 	If canal abstraction is used, and in the unlikely event that any overtopping of the canal were to occur, this would drain into the North and South Soak Drains located at a lower elevation on either side of the canal and drain away into the Three Rivers a short distance to the south, and to the River Trent via sluice gates at Keadby Pumping Station. The canal levels are monitored and maintained by the Canal & River Trust. As a result, the Proposed Development Site is considered to be at low risk of flooding from the canal. Overall, the risk of flooding from artificial waterbodies is therefore considered to be 'low'.	Document Reference: Environmental Statement Chapter 12 (Water Environment and Flood Risk (Application Document Ref. 6.2.12) Appendix 12A: Flood Risk Assessment (Application Document Ref. 6.3.20)	
					A comprehensive Flood Risk Assessment has been prepared, and updated since the PEI stage based on breach modelling. The Environment Agency has been provided with our breach model and our updated draft FRA to provide an opportunity to comment and independently review the FRA. The Environment Agency holds responsibilities under the Environment Act 1995 and other legislation regarding flood risk, coast management and main rivers. In addition, the EA is specified as a consultee on the final operational stage FRA of the Proposed Development under the requirement in Schedule 2 of our Draft DCO and would review it at that stage.	
33.	Natural England	18/02/21	 Specific Air Quality response that should be read alongside previous response from 20 January 2021. Natural England satisfied that a likely significant effect from nitrogen oxide concentrations can be ruled out at all designated sites and/or will not damage/destroy interest features for which the SSSIs have been notified. 	The Applicant notes that Natural England is satisfied that a likely significant effect from nitrogen oxide concentrations can be ruled out alone at all of the designated sites in question and/or will not damage or destroy the interest features for which the SSSIs have been notified.	The supplied critical level for ammonia has been applied to the relevant sites in the environmental impact assessment and habitats regulations screening.	
			• Natural England notes that an in-combination assessment has not yet been provided but anticipate it will be included in final ES.	Noted.	Document Reference:	
			 Natural England confirm appropriate ammonia thresholds for a number of sites and have done in this response. Natural England have concerns about screening out sites with Process contributions that have been rounded down to a whole 	The critical level applied to the relevant sites in the assessment has been applied accordingly. Further assessment and discussion on the associated effects has been provided in the Habitats	ES Chapter 8 (Air Quality) (Application Document Ref. 6.2.8)	





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			number (such as 1.1% and 1.3% down to 1%), therefore they request a number of they request a number of SSSIs are further assessed to demonstrate they will not destroy/damage interest features.	Regulations Assessment Screening Report (Application Document Ref. 5.12)
			• Recent Dutch case law makes it clear that small contributions should not be disregarded entirely.	
			• Natural England notes that an in-combination assessment has not yet been provided, however, they anticipate it will be included in the final Environment Statement.	

Table 16.3: Targeted Re-Consultation Consultee Responses (Section 42 Consultees)

No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
1.	Anglian Water	01 April 2021	Previous contact has now left Anglian Water and new contact should be used.	Noted.
2.	Royal Mail	01 April 2021	Previous contact has now left Royal Mail and new contact should be used.	Noted.
3.	Marine Management Organisation	01 April 2021	Generic information provided on marine licensing, environmental impact assessment, marine planning, and minerals and waste plans and local aggregate assessment.	Noted.
4.	Yorkshire Water	08 April 2021	The site is within Severn Trent Water's operational area with regard to waste water networks and treatment: We have no comments to make other than there is a water main laid within Chapel Lane.	Noted.
5.	Highways England	19 April 2021	I am unable to find any evidence that Highways England has acquired or owns any land in the immediate vicinity of your area of interest. Highways England is responsible for the trunk road network across England. The M181 is the nearest road on our network to your location."	Noted.
6.	Environment Agency	22 April 2021	No additional comments to make on biodiversity/fisheries or water environment. Have following points regarding additional oversail area in the River Trent:	Noted. This part of the site would not be occupied during times of high flow when t is a Flood Alert. Any crane will not operate

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ES Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11)

	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
	N/A
	N/A
	Document Ref:
	Deemed Marine Licence in draft DCO (Application Document Ref. 2.1)
	N/A
	N/A
there te in	Document Ref:





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			 If the Proposed Development results in loss of floodplain, applicant should provide floodplain compensation. Applicant must demonstrate addition will not impede flood flows and increase flood risk elsewhere. Essential infrastructure should be designed to remain operational and safe for users in times of flood, result I no net loss of floodplain storage and not impede water flows or increase flood risk elsewhere. Applicant will require an environmental permit. 	the oversail area during times of high water and there is therefore no impact on flood storage or flow paths.	ES Chapter 12 (Water Environment and Flood Risk) (Application Document Ref. 6.2.12) Appendix 12A: Flood Risk Assessment (Application Document Ref. 6.3.20)
7.	Doncaster Sheffield Airport	22 April 2021	No impact on Doncaster Sheffield Airport. We would only need to look at any structure that would be 150m above ground.	Noted. It is confirmed that no structures in the Proposed Development exceed 150m above ground level, as shown in Schedule 12 of the Draft DCO (Application Document Ref. 2.1).	Schedule 12 of the Draft DCO (Application Document Ref. 2.1)
8.	Network Rail	23 April 2021	 Proposals include construction traffic over railway, and construction of power station itself north of railway infrastructure. Information not sufficiently detailed to fully assess potential impacts. Transport Assessment should Structure over railway included in haulage route is subject to an easement between developer and Network Rail, limiting the use of the structure. New agreement/variation should be sought. Developer must liaise closely with NR Asset Protection to ensure that the haulage routes into the site are appropriate and the design and construction of the new power station and associated infrastructure will not have an adverse impact on railway operations. NR will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes. In addition, Network Rail will wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and land interests. NR reserves the right to produce additional and further grounds of concern when further details of the application and its effect on NR's land are available. 	With regards to AIL routeing the Applicant has previously engaged with eastern region asset engineers to determine the weight limits for each bridge so that we can ensure we reflect this in our abnormal loads routing strategy and their advice has guided our proposals. North Pilfrey Bridge is the proposed principal vehicular access to the site during construction and operations. This will not be used for larger AILs given its loading limits and because we are prioritising the use of water freight. The intended usage is outlined in chapters 5 and 10 of the PEIR and will be described further in our Framework CTMP, conformity with which is to be secured via a requirement in the DCO. The use of this bridge in terms of vehicle types is unlikely to be materially different to the existing uses that are authorised by an existing easement for other development at the Keadby site. We have contacted Network Rail to seek voluntary agreement to a variation to the existing easement to apply to the Keadby 3 development.	AlL strategy within the submitted CTMP identifies Network Rail assets, and proposed/alternative vehicle routeing that takes account of the loading capacity of assets. Document references: Environmental Statement Chapter 5 (Construction Programme and Management) (Application Document Ref. 6.2.5) Environmental Statement Chapter 10 (Traffic and Transportation) (Application Document Ref. 6.2.10) Framework Construction Traffic Management Plan (Application Document Ref. 7.2)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
				The Applicant confirms that the Chapel Lane level crossing will not be utilised by Keadby 3 construction or operational traffic. It is located well away from the designated HGV route and	DCO Schedule 2 in draft DCO (Application Document Ref. 2.1)
				no part of the Proposed Development lies on the strip of land that is accessed by the level crossing.	Book of Reference and Land Plans (Application Document Ref. 3.1)
				An alternative AIL route in our Framework CTMP is via Bonnyhale Road and the A161 Crowle Bridge which has a 32t/axle limit and has NR asset number DOW/25C. This is a public highway and the bridge is owned by NLC. The PEIR and our Framework CTMP explains this proposal and notes that it was used for 10 AILs for the Keadby 2 construction project. It would be used for a low number of movements for the Keadby 3 project.	
9.	National Grid	23 April 2021	Comments remain unchanged for National Grid Electricity Transmission. Noted that Keadby Power Gas Transmission Site no longer included within the Order Limits and therefore comments on behalf of Gas Transmission	Noted.	N/A
			are amended to highlight Feeder Main 7 – Eastoft to Keadby Power Station, and above and below ground associated apparatus.		
10.	Natural England	27 April 2021	The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.	Noted.	N/A
11.	Public Health England	28 April 2021	The information submitted has been reviewed and we have no additional comments, but this does not alter our previous advice as detailed in our letter dated 19th Jan 2021 which should be consulted.	Noted.	N/A
12.	Lincolnshire Wildlife Trust	29 April 2021	Pleased that the amendments result in additional areas being available for biodiversity enhancements which should be secured through BMEP with monitoring and management. Pleased ES will include application of Defra Biodiversity Metric, project	The support for Biodiversity Net Gain ('BNG') is welcomed. The LBMEP sets out proposals for achieving this on site and has been developed in consultation with NLC officers. This shows that it is theoretically possible to achieve a 10% net gain under the Defra metric on site.	ES Chapter 11 (Biodiversity and Nature Conservation) (Application Document Ref. 6.2.11)
			should aim for 10% net gain of biodiversity.	However, we note that BNG is not a requirement for NSIPs, either in policy or in law,	Landscaping and Biodiversity Management and Enhancement Plan





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			Reiterate that natural gas fired power station will have negative impact on climate and UK Gov's net zero targets. Also have concerns about the CCS element not being applied for yet.	and consider that the final numerical percentage of BNG achieved will be dependent on a range of factors not in the control of the Applicant. Accordingly, while this is aimed for, and the DCO will include a requirement to develop in accordance with the LBMEP, it is not appropriate for a directly binding numerical percentage to be written into the Draft DCO itself.	(Application Document Ref. 5.10)
				is supportive of CCUS clustering and CCS power generation proposals.	
13.	Maritime & Coastguard Agency	29 April 2021	Understanding that proposed changes will be assessed through an NRA in the ES. Not clear who has responsibility for safety of navigation, likely CRT and they expect further discussion with them and other local harbour authorities. They point out specific sections of the Port Marine Safety Code and its Guide to Good Practice. MCA expects works in the marine environment to be subject to appropriate consents.	NRA will be included in the application and District Marine Licence ('DML') will reference the safety code.	NRA Deemed Marine Licence within the Draft DCO (Application Document Ref. 2.1)
14.	Associated British Ports	30 April 2021	"Area C – Over sail area in River Trent The refinement of the over sail areas will not impact operations on the River Trent. 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. Area F – River Water Abstraction (Option in River Trent) 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	It is intended that the use of Railway Wharf (Work 10B) will be similar to K2 but no further strengthening work would be required. Due to the nature of the DCO application final designs are not yet available for components of the application since these will be prepared by the contractor. We have shown an area corresponding to the existing infrastructure in the river as being enclosed by a temporary cofferdam. The method and duration of its installation will be controlled via the DML and will have regard to the recommendations of our marine ecology and NRA surveys. We will share our NRA and draft DML with ABP and would be content to incorporate mitigation/consultation such as: bathymetric surveys pre and post construction (secured via DML) and a role for ABP in the signoff of the method statement via the DML.	Deemed Marine Licence within the Draft DCO (Application Document Ref. 2.1)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
			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."	
15.	Canal and River Trust	10 May 2021	Apologies for the delayed response however it is confirmed that Land Registry title numbers HS357260 and HS358362 do belong to the Trust. Please keep the Trust updated as this project progresses. We will need more detail in due course to comment on the impact of the proposals. It will clearly be a priority to the Trust to ensure that there is no adverse impact on the waterway or towpath users.	Noted. The two titles referred to in the targ consultation letter (relating to the areas of expansion of the Order Land since our November s42 consultation) have since be removed from the Order Land, comprising HS357260, and HS358362 (the latter is crossed by an existing bridge which SSE h benefit of an easement applicable to the required activities for the Proposed Development). For the avoidance of doubt, two of the title referred to in the previous s42 letter (dated November 2020) remain in the Order Land These are land titles HS379082 (Land at Stainforth And Keadby Canal, Keadby, Scunthorpe) and HS359356 (Part of Stain and Keadby Canal lying to the south east Vazon, Swingbridge House, Keadby, Scunthorpe) with freehold held by the Can and River Trust ('CRT'). These plots relate the canal abstraction (if this option is taker

Table 16.4: Other responses

No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response
1.	Amcotts Parish Council	25 Jan 21	 Discharging of water from cooling unit into Trent is of concern and potential risk of flooding. Ask that appropriate funding be made available to protect the community. 	The Proposed Development is replacing the cooling water discharge of K1 so not incred discharge levels. Volumes will be lower and there will be no worsening of flood risk off

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	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
the reasing and ff site.	ES Appendix 12A: Flood Risk Assessment (Application Document Ref. 6.3.20)





No.	Consultee	Date	Summary of Comments/Issues	SSE's Response/Regard had to Consultation Response	Change(s) made to the Proposed Development/Application & Relevant Document Referencing
			 Lack of clarity over whether the project will meet COMAH requirements is an area of concern. Request confirmation. Lack of local employment used in K2 development and construction phases is a concern and the PC request information regarding number of employees from North Lincolnshire employed in K2 and target for K3. Lack of commitment to using British Scunthorpe Steel in construction is disappointing and should be reconsidered. 	This is assessed in the Flood Risk Assessment and the rate of discharge is controlled by the conceptual Drainage Strategy located within Section 5 of the FRA. COMAH requirements will be considered as part of FEED.	
				SSE operates two other COMAH sites and has experience of operating these safely. SSE's EPC contractor for Keadby 2 CCGT, Siemens, approached Scunthorpe steelworks and found the type of steel produced there is not suitable for the Proposed Development. The procurement exercise for Keadby 3 will be carried out with consideration of local content.	





17.0 EIA RELATED CONSULTATION

17.1.1 This section provides a brief summary of the EIA consultation that has taken place during the pre-application process. This is covered in more detail within the Environmental Statement ('ES') itself (Application Document Refs. 6.1 to 6.4).

17.2 EIA Regulations

17.2.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 came into force on 16 May 2017, replacing the 2009 Regulations.

17.3 EIA Notification and Scoping – EIA Regulations 8(1) and 10(1)

- 17.3.1 At an early stage in the pre-application process the Applicant identified that the Proposed Development would be EIA development and that it would therefore be necessary to notify the Planning Inspectorate of its intention to provide an ES and also to obtain a 'Scoping Opinion' with regard to the scope and coverage of that ES.
- 17.3.2 On 15 May 2020, the Applicant submitted the EIA Scoping Report to the Planning Inspectorate. The Scoping Report was accompanied by a letter providing formal notification under Regulation 8(1)b of the 2017 EIA Regulations of the Applicant's intention to undertake an EIA for the Proposed Development and to produce an ES Documenting the findings of this. The Scoping Report also formally requested a Scoping Opinion pursuant to EIA Regulation 10. Following receipt of the EIA Scoping Report, the Planning Inspectorate (on behalf of the SoS) consulted the relevant consultation bodies in accordance with EIA Regulation 10(6). A Scoping Opinion was issued by the Planning Inspectorate on 25 June 2020. This was accompanied by the responses received from the relevant consultation bodies. The Scoping Opinion confirmed that the SoS was broadly satisfied with the suggested approach and topics covered by the EIA but drew the Applicant's attention to a number of general points as well as points made in respect of specific topic areas. The Applicant has also had regard to late scoping responses.

17.4 Approach to Preparation and Publication of Preliminary Environmental Information

17.4.1 PEI is defined in the 2017 EIA Regulations as *"information ... which (a) has* been compiled by the applicant; and (b) is reasonably required for consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)". The EIA Scoping Opinion provided by the Planning Inspectorate on behalf of the SoS (and the comments received from the scoping consultees) was used to inform the Applicant's preparation of a PEI Report. The preparation of the PEI Report





was also informed by further dialogue between the Applicant's environmental consultants and the host local authorities and key technical consultees.

17.4.2 The finalised PEI Report was issued for the Stage 2 Consultation by SSE Generation Limited and effectively represented a draft ES. A digital Non-Technical Statement ('NTS') was also provided, responding to feedback from Stage 1 Consultation that the technical information was difficult to understand. This featured a simple, easy to use contents menu which allowed quick navigation between introductory sections, results of the PEI Report, Viewpoints and GIS mapping. The GIS mapping showed the Site boundary and a colour coded Indicative Layout against the backdrop of recent satellite imagery. Members of the public could zoom in and out and drag around the map, in the same fashion as popular online mapping websites, and click on different shaded areas or use the key to discover what was proposed in specific areas. Screenshots of the front page and Mapping Tool can be found at Appendix 17.1 and the digital NTS itself can be found at the following link:

https://ee.alytics.com/sse-keadby-digital-pei/home

17.5 EIA Regulation 13 Notification

- 17.5.1 As described in section 12, in accordance with EIA Regulation 13 'Preapplication publicity under Section 48 ('Duty to publicise'), the relevant 'consultation bodies' were sent a copy of the Section 48 Notice and accompanying letter by SSE (SSE Generation Limited) during the Stage 2 Consultation and the Targeted Re-Consultation.
- 17.5.2 Example copies of the letters and notices sent by SSE Generation Limited in accordance with EIA Regulation 13 at Stage 2 Consultation and by the Applicant at Targeted Re-Consultation are provided at **Appendix 12.4** and **Appendix 15.4** respectively. Similarly, schedules detailing the EIA consultation bodies who were notified are provided at **Appendix 12.3** and **Appendix 15.3** respectively.

17.6 Preparation and Finalisation of the ES

- 17.6.1 Following the Stage 2 Consultation, the Applicant's environmental consultants continued to engage with the host local authorities and key technical consultees in respect of the preparation and finalisation of the ES and aspects of the PD design that had the potential for significant environmental effects or would otherwise be subject to agreement with parties, to be submitted as part of the DCO application.
- 17.6.2 Each of the ES topic chapters (Chapter 8 'Air Quality'; 9 'Noise and Vibration'; 10 'Traffic and Transport'; 11 'Biodiversity and Nature Conservation; 12 'Water Resources and Flood Risk' including its appended Flood Risk Assessment; 13 'Geology, Hydrogeology and Land Contamination; 14 'Landscape and Visual Amenity; 15 'Cultural Heritage; 16 'Socio-economics; 17 'Climate Change and





Sustainability; 18 'Major Accidents and Disasters; and 19 'Cumulative and Combined Effects) includes a table summarising the consultation that has taken place with consultees.







18.0 NEXT STEPS

- 18.1.1 The Applicant is committed to continued engagement with the local community, host local authorities, and key stakeholders following the submission of the Application, as well as throughout the construction and operation of the Proposed Development, should the DCO be made by the SoS.
- 18.1.2 This will necessarily be focused on the mitigation of impacts, as the main features of the Proposed Development which were established through the preapplication engagement and technical work (the 'front-loaded' process) have been largely fixed within the Application.
- 18.1.3 It is intended that the Applicant will continue to issue updates on the Proposed Development through the project website and press releases. Regular contact will be maintained with the host local authority and with other key stakeholders.
- 18.1.4 In May 2021 the host local authority provided the Applicant with its interim opinion that the various stages of consultation carried out for the Proposed Development were legally adequate and acceptable and used appropriate methods in the SoCC. This letter is enclosed at **Appendix 18.1**.
- 18.1.5 In addition to the above, there are statutory notification and publicity requirements pursuant to Section 56 of the PA 2008 that the Applicant will need to fulfil following acceptance of the Application for examination by the SoS. The Applicant is likely to adopt a similar approach to electronic and postal service as that carried out during Stage 2. This will provide a further opportunity for interested parties to make comments, which will continue during the examination period.





19.0 REFERENCES

Department for Communities and Local Government (DCLG) (2015) Planning Act 2008: Guidance on the preapplication process <u>https://www.gov.uk/government/publications/guidance-on-the-pre-</u> <u>application-process-for-major-infrastructure-projects</u>

Department of Energy and Climate Change (2011) Overarching National Policy Statement for Energy (EN-1) <u>https://www.gov.uk/government/publications/national-policy-statements-for-</u> <u>energy-infrastructure</u>

HM Government (2020a) Energy White Paper, Powering our Net Zero Future. Available online: <u>https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future</u>

Ministry of Housing, Communities & Local Government (2020) Guidance on procedural requirements for major infrastructure projects <u>https://www.gov.uk/guidance/guidance-on-procedural-requirements-for-major-infrastructure-projects</u>

North Lincolnshire Council (2018) Statement of Community Involvement <u>https://localplan.northlincs.gov.uk/sci</u>

Planning Inspectorate (2021) Advice Note Fifteen: Drafting Development Consent Orders <u>https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-fourteen-compiling-the-consultation-report/</u>

Planning Inspectorate (2021b) Advice Note Fourteen: Compiling the consultation report (version 3) <u>https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/</u>

Planning Inspectorate (2017) Advice Note Eleven: Working with public bodies in the infrastructure planning process <u>https://infrastructure.planninginspectorate.gov.uk/wp-</u> <u>content/uploads/2014/12/Advice-note-11-v3_1.pdf</u>

Planning Inspectorate (2017b) Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others <u>https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-8.0.pdf</u>

Planning Inspectorate (2017c) Advice Note Four: Section 52 <u>https://infrastructure.planninginspectorate.gov.uk/wp-</u> <u>content/uploads/2015/04/advice_note_4.pdf</u>





Planning Inspectorate (2017d) Advice Note Three: EIA consultation and notification <u>https://infrastructure.planninginspectorate.gov.uk/wp-</u> <u>content/uploads/2013/07/advice note 3 v5.pdf</u>

Planning Inspectorate (2015) Advice Note Two: The role of local authorities in the development consent process <u>https://infrastructure.planninginspectorate.gov.uk/wp-</u> <u>content/uploads/2015/03/Advice_note_2.pdf</u>

Siemens Energy and SSE Thermal (2020) Powering Process <u>https://www.ssethermal.com/keadby2</u>

SSE (2020) A Greenprint for Building a Cleaner More Resilient Economy. Available online: <u>https://www.sse.com/media/I52kojcn/sse-a-greenprint-for-building-a-cleaner-more-resilient-economy.pdf</u>

SSE plc (2020b) Our Strategy. Available online: <u>https://www.sse.com/who-we-are/our-strategy/</u>







APPENDIX 4.1: DRAFT CONSULTATION STRATEGY - NLC CONSULTATION

Jordan Martin

From: Sent: To: Cc: Subject: Attachments:	Colin Turnbull 03 June 2020 15:38 andrew.law@northlincs.gov.uk Geoff Bullock Keadby 3 - Consultation Strategy 200602 - Keadby 3 Consultation Strategy	Draft.docx
Tracking:	Recipient	Delivery
	andrew.law@northlincs.gov.uk	
	Geoff Bullock	Delivered: 03/06/2020 15:38

Andrew,

I am working with Geoff on SSE Thermal's Keadby 3 DCO project, and in particular on our preparations for our nonstatutory Stage 1 consultation.

Please find attached our proposed consultation strategy, which sets SSE Thermal's overall consultation objectives and explains how we intend to carry out our non-statutory, informal Stage 1 consultation starting on 22 June.

It has been kept quite short, and is adaptive in terms of the technologies/communication methods/timings. This is in line with our objectives to provide varied, safe, and fair engagement opportunities that respond to the prevailing coronavirus guidance and the local public health situation.

After the Stage 1 consultation, we will prepare a formal Statement of Community Consultation and consult you on this.

If you have any comments on the attached I would be pleased to hear from you, by Friday 12 June if possible. If a call to talk it through would help do let me know.

Kind regards Colin

Colin Turnbull BSc (Hons) MSc MRTPI Senior Associate



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The Keadby 3 Low Carbon Gas Power Station Project

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

Consultation Strategy

SSE Generation Limited May 2021



DOCUMENT HISTORY

Revision	0		
Author	СТ		
Signed	СТ	Date	2.6.20
Approved By			
Signed		Date	
Document Owner			

GLOSSARY

Abbreviation	Description	
CCGT	Combined Cycle Gas Turbine	
DCO	Development Consent Order	
EIA	Environmental Impact Assessment	
PA 2008	Planning Act 2008	
SoCC	Statement of Community Consultation	



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1.0 INTRODUCTION

Purpose of this document

- 1.1 Consultation with local communities along with technical consultees and landowners will be required in advance of the submission of the DCO application for Keadby 3 ('the Proposed Development').
- 1.2 It is proposed that this comprises a round of non-statutory ('informal', Stage 1) consultation, and then a round of statutory ('formal', Stage 2) consultation meeting the statutory consultation requirements of the Planning Act 2008 ('PA 2008').
- 1.3 This document sets out key principles that will apply to the Stage 1 consultation for the Proposed Development, and the main practical methods to be used. Established and traditional methods are evaluated as to their practicality, timescales, and costs, along with methods that are necessary in the context of ongoing social distancing measures.
- 1.4 Once this document has been agreed within the project team it will be discussed with the host local authority and then published to guide Stage 1 consultation for the Proposed Development.
- 1.5 Following Stage 1 consultation, the community consultation aspects of the Consultation Strategy will be updated, adapted, and discussed with the host local authority (North Lincolnshire Council), to form a Statement of Community Consultation in accordance with Section 47(1) PA 2008. The technical consultation aspects of the Stage 2 consultation 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.

The Proposed Development

- 1.6 Keadby 3 would comprise a low carbon combined cycle gas turbine ('CCGT') generating station with natural gas, electricity and cooling water connections. It is designed to operate either as a gas-fired plant pre with post-combustion carbon capture and compression plant or as a hydrogen-fired plant such that it can be operated as a dispatchable low carbon generating station., and is to be developed with the necessary infrastructure to enable it to be fired primarily by hydrogen gas.
- 1.7 Keadby 3 has been deliberately sited to be able to connect into the emerging proposals for the Humber Low Carbon cluster a consortium of 11 energy and industrial companies (including the Applicant) that have agreed to work together to develop a joint plan to decarbonise industrial emissions and transform the Humber region into the world's first net zero carbon industrial cluster by 2040.
- 1.8 While subject to ongoing technical studies, the generating station at Keadby is expected to comprise a single CCGT unit achieving an electrical output capacity of up to 910 megawatts (MW).

Background

1.9 The Applicant is SSE Generation Ltd ('SSE Thermal' or 'the Applicant'), part of the FTSE-listed SSE plc, one of the UK's largest and broadest-based energy companies,



and the country's leading generator of renewable energy. Over the last 20 years, the SSE Group has invested over £20bn to deliver industry-leading offshore wind, onshore wind, CCGT, energy from-waste, biomass, energy networks and gas storage projects. As SSE owns and operates Keadby Power Station, and is in the process of constructing Keadby 2 Power Station, SSE's experience as an established operator and employer in the area has informed this strategy. SSE has previously (2018) carried out pre-application consultation for both the Ferrybridge D CCGT project and the Ferrybridge Multifuel 2 project in compliance with the PA 2008.



2.0 GUIDANCE AND LOCAL REQUIREMENTS

- 2.1 Effective and meaningful pre-application consultation is a key requirement for applications for major infrastructure projects including DCOs. It leads to applications that are better developed and better understood by the public, and in which the important issues have been articulated and meaningfully considered in advance of submission of the application.
- 2.2 The early involvement of local communities, local authorities, statutory consultees and other stakeholders can bring about significant benefits for all parties, as set out in government guidance¹:
 - "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 more difficult to make changes once an application has been submitted;
 - enabling members of the public to influence proposed projects, feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any downsides;
 - helping local people understand the potential nature and local impact of the proposed project, with the potential to dispel misapprehensions at an early stage;
 - enabling applicants to obtain important information about the economic, social and environmental impacts of a scheme from consultees, which can help rule out unsuitable options;
 - enabling potential mitigating measures to be considered and, if appropriate, built into the project before an application is submitted; and
 - identifying ways in which the project could, without significant costs to promoters, support wider strategic or local objectives."
- 2.3 North Lincolnshire Council's Statement of Community Involvement (August 2018) also recognises that:

"Development proposals can, depending on their scale and nature have significant impacts on local communities. Therefore, it is advisable that applicants putting forward major proposals should carry out their own pre-application consultation with local people. We expect local communities to be offered the chance to influence proposals in their areas at an early stage through these consultation exercises. A consultation statement should be submitted alongside the formal planning application. This should describe what engagement took place and how this influenced the final proposal."

"Any pre-application consultation should be tailored to suit the circumstances of the site, proposal and locality. As part of the pre-application process, developers should discuss and agree with the council the exact nature of consultation in advance."

2.4 At the time of writing, COVID-19 ('coronavirus') is a public health emergency and has required the self-isolation of vulnerable sectors of the population, such as the elderly, and distancing measures that limit gatherings and travel. These also have the effect of preventing some, and curtailing most, individuals from accessing deposit documents and public exhibitions, which represent two traditional methods used for consultation.

¹ Department for Communities and Local Government, "Planning Act 2008: Guidance on the preapplication process", (March 2015): paragraph 18



Disruption to individuals' daily lives, workplaces, and postal services, also may have effects on fairness and participation levels, and cause delays or unforeseeable practical difficulties.

- 2.5 It is appropriate for this strategy to assume (as a precaution) that similar measures could remain for the entire 12- to 15-month pre-application period. This is an appropriate assumption given that, even if legal or health restrictions are eased or overcome, some individuals may make individual health choices along similar lines for some time to come, and short-notice localised lockdowns will remain a risk for some time.
- 2.6 It is impossible to predict what consultation methods will be available, or optimal, at any given point over the pre-application period. Coronavirus has affected all sectors of our economy, and is forcing fundamental and long term changes to our use of buildings, travel, and our work and social lives, and may require further changes.
- 2.7 Therefore it is clear that, while the exact nature of consultation may be prescribed in a consultation strategy for example, the consultation objectives, the overall timing within the project programme and the type of information provided the specific correspondence and communication methods and timings may need to remain flexible.
- 2.8 This Consultation Strategy has been drafted to take account of:
 - North Lincolnshire Council: Statement of Community Involvement (August 2018)
 - Department for Communities and Local Government: Planning Act 2008: Guidance on the pre-application process (Published March 2015).
 - The Planning Inspectorate Advice Note Two: The role of local authorities in the development consent process (Published February 2015 Version 1 Advice Note 2)
 - The Planning Inspectorate Advice Note Three: EIA consultation and notification (Republished August 2017, version 7).
 - 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).
 - The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished April 2012, version 2).
 - The Coronavirus Act 2020 and related legislation including the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.
 - Coronavirus related government guidance (frequently updated online at: <u>https://www.gov.uk/coronavirus</u>) including guidance for employees, employers and businesses (<u>https://www.gov.uk/government/publications/guidance-toemployers-and-businesses-about-covid-19</u>) and from the Planning Inspectorate (<u>https://www.gov.uk/guidance/coronavirus-covid-19-planning-inspectorateguidance</u>).



3.0 CONSULTATION STRATEGY

Objectives

- 3.1 The following overall objectives are proposed:
 - Raise awareness of the project amongst the community.
 - Provide varied, fair, and safe opportunities for the community to engage with the project, along with considerate timescales.
 - Provide accessible and concise information to the community about the project, including the technologies proposed, and the consultation and planning procedures.
 - Adhere to all relevant public health guidance and legislation, and consider the likely health needs of consultees.
 - Consult at appropriate stages in the development of the project and obtain informed feedback that can be considered in the design and mitigation proposals.
 - Demonstrate how the proposals have taken account of consultation and how the consultation was conducted fairly, safely and considerately.

Consultation stages

- 3.2 Government guidance expects² 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.
- 3.3 There are some aspects of the proposals that will be fixed by the Applicant, such as the use of SSE land for the power plant itself, the proposed generation capacity, and technology/fuel choice. Most of the development is to be situated on and adjacent to the established operational site at Keadby. However, government policy requires applicants to demonstrate good and environmentally sensitive design and this may involve integrating connections, highway works, jetties, and environmental improvements into their surroundings and minimising impacts on recreational routes and marine activities.
- 3.4 A two-stage consultation process is recommended as follows, comprising a nonstatutory stage then a statutory stage, an approach that is recognised in the guidance³.
- 3.5 **Stage 1 Non-Statutory Consultation** for five weeks (22 June 27 July 2020). This would be carried out in accordance with this Consultation Strategy and would set out the background to the Proposed Development, the technologies and fuels proposed, detailing why it is needed and how it accords with national policy, while consulting on the following:
 - SSE's proposals for the Site, including how the Proposed Development might look and operate.
 - Any options being considered and how a final option will be selected.
 - The scope of the environmental assessment work envisaged.

² Department for Communities and Local Government, "Planning Act 2008: Guidance on the preapplication process", (March 2015): paragraph 55

³ Department for Communities and Local Government, "Planning Act 2008: Guidance on the preapplication process", (March 2015): paragraph 70



- 3.6 **Stage 2 Statutory Consultation** during Q4 2020 for six weeks (the statutory minimum is four). This would be conducted in accordance with our SoCC, 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 revised proposals (taking account of Stage 1 consultation) including how the final site will look and operate.
 - The Preliminary Environmental Information (PEI) compiled.
 - SSE's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.

Who we will consult?

- 3.7 The Applicant will aim to consult at Stage 1 all people, businesses, community organisations, local authorities, and political representatives in the vicinity of the Proposed Development. This recognises that the eventual SoCC will be required to 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).
- 3.8 Technical consultation is also required. At Stage 1 consultation 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.
- 3.9 A consultation zone-based approach is proposed, comprising an 'inner zone' and an 'outer zone'. The consultation methods used then can be tailored to each zone.
- 3.10 The inner zone will extend 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 will extend 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.
- 3.11 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.



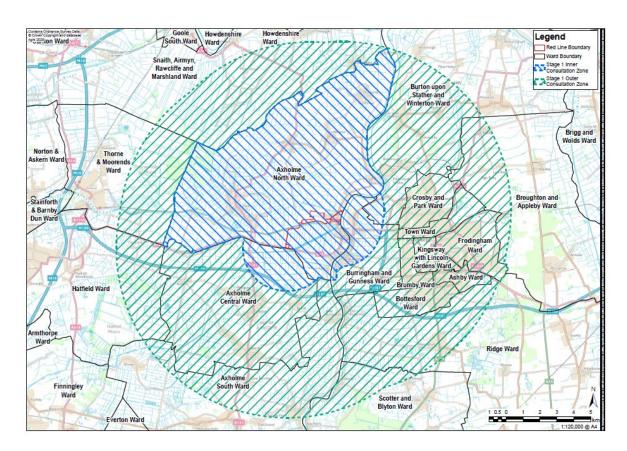


Figure 1 - Consultation Zones

- 3.12 The consultation zones may be reviewed following Stage 1 consultation to ensure they remain applicable in line with the above principles.
- 3.13 A desk based land referencing exercise (using Land Registry data) is proposed soon after Stage 1 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 at Stage 2 consultation.

How we will consult

- 3.14 Table 1 overleaf sets out:
 - The required activities (or components) of the consultation.
 - For each activity, methods available to carry out that activity (the key methods are shown; the list is not exhaustive).
- 3.15 The Applicant will carry out the activities (column 1 of Table 1), in accordance with the overall objectives (2.6 above).
- 3.16 It is not possible to be certain about the methods available to the Applicant at a given point in the future, due to the uncertainties inherent in the coronavirus outbreak. Therefore, the methods, and the timing and messaging (columns 2 & 3 of Table 1) are indicative, and are subject to change by the Applicant if reasonably necessary.

- 3.17 All of the Stage 2 community consultation activities, methods, and timing and messaging, will be determined by the Applicant in light of the experience of Stage 1 consultation and in light of any specific feedback on the methods that may be received. These will be set out in a Statement of Community Consultation ('SoCC'), in accordance with s47(1) PA 2008. The relevant local authority, North Lincolnshire Council, will be formally consulted on the SoCC before publication.
- 3.18 The technical consultation aspects of the Stage 2 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.



Table 1 – Consultation Activities and Methods

Activity or	Method(s) available	Indicative Timing and Approach for Stage 1 Consultation
Component		
Initial contact with host local authority planning officers.	Email/telephone leading to web meeting.	Explain the project in outline ahead of the EIA scoping submission and its overall timescales.
Initial contact with local political representatives.	Email/telephone leading to web meeting.	Explain the project in outline ahead of the EIA scoping submission and its overall timescales.
Clearly defining and publicising start and end dates for each stage of consultation.	There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.	Five weeks is recommended due to the potential for slight delays in posting materials to individuals, due to coronavirus.
Publicise Stage 1 consultation to the community	Mailout to the Inner Zone.	A newsletter is likely to be used in order to convey clear information, including imagery and mapping, along with a freepost survey response form.
	Notices/advertorials in newspapers or existing local newsletters circulating in the Inner and Outer Zones.	The Scunthorpe Telegraph, Goole and Selby Times and potentially the Doncaster Free Press will cover the zones. Some offer online advertising.
	Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone. Electronic notices or	This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.



Activity or	Method(s) available	Indicative Timing and Approach for Stage 1 Consultation
Component		
	hyperlinked information from the local authority website.	This would be discussed with the NLC planning officer, to understand what is possible.
	Radio advertising throughout Inner and Outer Zone.	This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.
	Google Ads or similar (aimed at local IP addresses – Inner and Outer Zones)	Targeting local IP addresses as opposed to nationwide, with simple messaging and allowing a single click through to the project website or the virtual exhibition. This is likely to be used, and will target an area of around 17km radius (bigger than the Outer Zone i.e. slight over consultation, which is acceptable).
	Social media (e.g. SSE Thermal Twitter account and LinkedIn; Facebook; existing area-based Facebook groups or other platforms such as Nextdoor.co.uk) in Inner and Outer Zone.	SSE Thermal will potentially use its Twitter and LinkedIn accounts; however, a bigger social media push is more appropriate for Stage 2 consultation. At Stage 1 consultation the aim is to raise awareness and disseminate clear messages, which involves having a degree of control over the media being used. It also is desirable to have established awareness of Keadby 3 via Stage 1 consultation before 'entering' existing area based social media groups at Stage 2 consultation for example. Social media will be used primarily to announce key dates (e.g. the start of consultation, the first day of the virtual exhibition, the dates of the 'live chat' feature, and the end of consultation).
Brief local political representatives (MPs, ward councillors, parish councillors) in the Inner and the Outer Zones.	Normally a series of 1-on-1 meetings before/at the public information event or at the organisation's premises.	This is not currently possible. However, it will be undertaken if the restrictions allow and the individual agrees.
A similar approach is adopted for technical	Web or telephone-based meeting with the project team. This could potentially	This can be a video conference (for political representatives) or teleconference (others) with key team members to outline the content of the consultation,



Activity or	Method(s) available	Indicative Timing and Approach for Stage 1 Consultation
Component		
consultees (Environment Agency etc) and existing local amenity or residents' groups.	be done on a grouped basis (e.g. per topic) for technical consultees.	methods, and timescales. A meeting with the leader of North Lincolnshire Council, local MP, and local councillors was held on 28 May 2020.
Display information in public via an exhibition with clear information and project team	This is normally a physical exhibition held in both the Inner and the Outer Zone.	This is not currently possible. However, it will be undertaken if the restrictions allow and it is considered safe by the project team in discussion with relevant stakeholders.
members on hand to answer questions	A virtual exhibition is possible (see <u>https://consultation.ai/demo/</u>). This is being successfully used on other infrastructure projects including by public authorities.	The virtual exhibition is attractive and accessible, while remaining simple. Feedback from SSE Thermal's inclusion and diversity working group will be sought in preparing the exhibition. It can be used by smartphone users, tablet users, or computer users. A flythrough/video introduction will be considered. 5-6 banners will be prepared for Stage 1 consultation and other functionality may include: a document reader; a map/plan of the Proposed Development; a form to ask questions or request a call back/response; a 'frequently asked questions' document; and on specified days a live chat type feature with the project team.
Depositing consultation documents in a public place for people to use as a reference source.	Physical deposit locations at local libraries, council offices, leisure centres or other public venues in the Inner and Outer Zones.	This is not possible at present due to social distancing restrictions. Reluctance to spend periods of time in public buildings is likely to remain a factor for some time and vulnerable sectors of the population may be self-isolating. Alternative venues such as food retail outlets are not 'neutral' spaces and maintaining distancing would be difficult.
	Provision of free USB sticks, or hard copy document.	USB sticks are not required at Stage 1 consultation since the documents provided (banners, EIA scoping report, 'frequently asked questions', and map/plans) are modest in size and can be posted in hard copy.
Web presence	Project website and project e-mail address	This will be the first port of call for many stakeholders, particularly during the coronavirus outbreak. All consultation materials, contact methods, and visual information will be housed on the website. The survey form (via a secure proprietary survey form, with privacy policy stated) will also be linked from the



Activity or	Method(s) available	Indicative Timing and Approach for Stage 1 Consultation
Component		
		website. The project e-mail address will be manned by the project technical team and would remain open for the duration of the pre application and post application planning process.
Acknowledging feedback and responding to information requests where necessary and feasible to do so.	Pertinent comments are normally responded to via the method the sender requests, i.e. letter or e-mail.	The 'live chat' feature in the virtual exhibition can offer a way to converse with the project team directly in real time. If an individual writes to the project email address or submits a questionnaire response, an autoreply can be provided for to give reassurance that it has been received. The applicant will endeavour to reply where it is clear that a response is required and feasible.
	Surgeries or Q&A sessions (remote).	These could be project led or could be facilitated by third parties. It is not likely that these will be needed at Stage 1 consultation since the information being presented will be non-technical. At Stage 2 consultation this is likely to be more relevant.



APPENDIX 5.1: LIST OF POLITICAL REPRESENTATIVES CONSULTED AT STAGE 1

- Councillor John Briggs Axholme North Ward Councillor
- Councillor Julie Reed Axholme North Ward Councillor
- Emails sent to each of the following Parish Councils via the elected Clerk both informing of the start of consultation and also offering a meeting
 - Keadby with Althorpe
 - Crowle and Eland Town Council
 - Luddington and Haldenby
 - Amcotts
 - o Eastoft
 - o Burringham
 - o Gunness
 - Garthorpe and Fockerby
- Andrew Percy MP Member of Parliament for Brigg and Goole



APPENDIX 5.2: STAGE 1 NEWSLETTER PROOF

Keadby 3 Low Carbon CCGT Power Station Project

Stage One Consultation for new Low-Carbon Gas Fired Power Station

We are proposing to build a new gas fired power station at Keadby, North Lincolnshire. The project, known as Keadby 3, will have a generating capacity of up to 910 megawatts (MW) and will provide the essential back up to renewable generation and reliable and flexible energy during the country's transition to Net Zero.

Keadby 3 will be a highly efficient gas fired power station. It will either use natural gas as the fuel and be fitted with a Carbon Capture Plant (CCP) to remove carbon dioxide (CO_2) from the emissions to air from the plant, or it will be fired on primarily hydrogen, with no carbon dioxide emissions to air from its operation. Both options are currently being considered, and government is also currently considering the roles of carbon capture and hydrogen in the power sector nationally.

Keadby 3 will require connections for natural gas and possibly hydrogen fuel, water for use in the process and for cooling and possibly for a pipeline to export the captured CO₂ into a gathering network being provided by others and from there to a permanent geological storage site. An electricity connection to export the generated electricity to the UK transmission system will also be required. The plant would be capable of operating as a dispatchable low-carbon generating station to complement the increasing role of renewables in supplying the UK with electricity.

The proposed location of Keadby 3 has been deliberately chosen to connect into the emerging proposals for the **Humber Low Carbon Cluster** – see details on **page 3**.

Have your say

The Stage One Consultation will begin on 22 June 2020. We would like to invite members of the local community to visit our website at ssethermal.com/keadby3. We will also be hosting a virtual public exhibition which can be accessed online at <u>keadby3.consultation.ai</u> from 25 June 2020.

The website and the virtual public exhibition each include available information on the project proposals and will provide you with an opportunity to give feedback at this early stage in the design of the project.

All feedback must be received before the end of consultation on 27 July 2020 at 5pm.

We are providing a number of different ways of providing feedback. Please turn to **page 5** for more information and a freepost questionnaire.



Indicative appearance of Keadby 3 in the context of Keadby 2 and the Keadby Windfarm

What is Keadby 3?

Keadby 3 project is a Low-Carbon combined cycle gas turbine (CCGT) generating station with a capacity of up to 910MW electrical output, to be built on land in the vicinity of Keadby 1 and Keadby 2 near Scunthorpe.

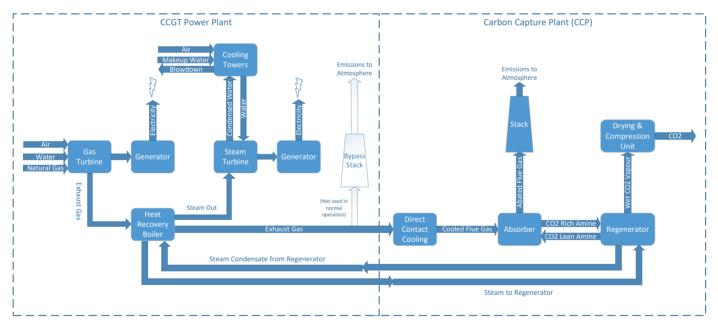
To develop Keadby 3, we must apply for a Development Consent Order (DCO) from the Secretary of State for Business, Energy and Industrial Strategy. This DCO if granted will permit the construction and operation of the project and specify what measures will be adopted to minimise its environmental effects.

The final technology selection will be determined by SSE Thermal in light of various technical and economic considerations. It will also be influenced by the prevailing policy and market conditions after the DCO is granted.

At this stage, the design of Keadby 3 therefore incorporates a necessary degree of flexibility, for example, in relation to the infrastructure to enable the CCGT to be fired primarily on hydrogen fuel or to enable CO₂ from a conventional natural gas-fired CCGT unit to be captured, compressed and exported for offshore storage.

This flexibility is necessary to allow us to use engineering studies, environmental assessments and information from different technology providers to determine the most appropriate design for the project within agreed parameters.

As a low-carbon CCGT, Keadby 3 comprises one high efficiency gas turbine and associated steam turbine and either the infrastructure required to allow the CCGT to fire primarily on hydrogen gas, or inclusion of a post combustion Carbon Capture Plant (CCP) in a scenario where natural gas is used as the fuel. In the latter scenario, this is required in order that CO₂ emissions are captured and directed to an offshore geological store through the Humber Low Carbon cluster pipeline network being developed by National Grid Ventures and partners. A diagram of these components, and optional components, is shown below.



Schematic of CCGT Power Plant and Carbon Capture Plant

Cooling would most likely be achieved through the use of hybrid wet/dry cooling towers using makeup water that is either abstracted from the River Trent or from the Stainforth and Keadby Canal to the south of Keadby 3. The decision as to which source is used for the cooling water makeup is being determined through engineering and environmental studies.



About us

SSE Thermal is part of the FTSE-listed SSE plc, one of the UK's broadest-based energy companies. Over the last 20 years, SSE has invested over £20bn to deliver industry-leading offshore wind, onshore wind, gas generation, energy-from-waste, biomass, energy networks and gas storage projects, including investing millions of pounds to develop carbon capture and storage (CCS) projects. It operates six of the most flexible and efficient power stations in the UK and Ireland, jointly operates two of the most efficient energy-from-waste plants with Wheelabrator Technologies, and holds around 40% of the UK's conventional gas storage capacity.

Through projects like the 910MW Keadby 2 CCGT, which is in construction, older power generation is being displaced by newer and more efficient technologies which support the transition to Net Zero. When completed, Keadby 2 is expected to be the cleanest and most efficient gas-fired power station in Europe.

By building on established skills in asset management and project development, SSE Thermal's vision is to become the leading generator of flexible thermal energy in a zero-carbon world.

Need and benefits

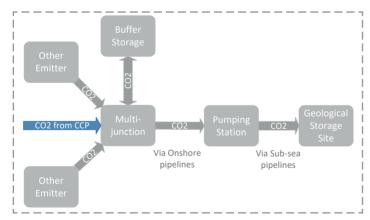
The UK has legislated to cut national carbon emissions to Net Zero by 2050. This will require a major transition in how we generate and use energy.

The Committee on Climate Change¹ (CCC) and the National Infrastructure Commission² (NIC) - have identified that flexibly operated thermal generation is needed to help the transition to Net Zero including decarbonised generation through the use of hydrogen fuel or the use of CCS.

We believe efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. Stimulating investment in CCS and hydrogen technologies can also support and reduce the costs of industrial decarbonisation, through the use of shared infrastructure. SSE Thermal has signed an agreement, alongside 10 other leading energy and industrial companies, to transform the Humber region into the world's first 'zero-carbon cluster' by 2040, as described below.

Keadby 3 will only be built with a clear route to decarbonisation, either using hydrogen as a low-carbon fuel, or equipping it with post-combustion CCS technology.

It would support long-term direct and indirect local employment and also support the Humber Low Carbon Cluster proposals and the environmental and economic benefits these will bring to the region.



Schematic diagram of a regional carbon capture and storage cluster

About the Humber Low Carbon Cluster

The Humber Low Carbon cluster is a consortium of 11 energy and industrial companies, including SSE Thermal, that have agreed to work together to develop a joint plan to decarbonise industrial emissions and transform the Humber region into the world's first Net Zero carbon industrial cluster by 2040. The consortium is focused on using emerging CCS and hydrogen technology to decarbonise energy and industry in the Humber region. The initiative has the potential to capture and store around 10% of UK's CO₂ emissions per year by 2040.

The companies involved include some of the largest businesses in the region. The plan has the potential to contribute to the future prosperity of the UK's largest industrial hub, which contributes £18bn towards UK Gross Value Added (GVA), and to safeguard up to 55,000 jobs across the region.

¹ Net Zero Technical Report (CCC, May 2019: page 19). ² Net Zero - Opportunities for the Power Sector (NIC, 2020: page 7)



As a responsible developer and we aim to create a positive impact and add value to the local area through our projects.

We have begun to carry out on-site surveys of ecological interests, safely and in line with government requirements in relation to coronavirus. We also have a range of existing environmental information from our operation of Keadby 1 and the construction of Keadby 2.

In our Stage Two Consultation we will set out initial findings of environmental assessment work that is being undertaken along with proposals for mitigation of any likely significant effects identified.

An EIA Scoping Report for the Keadby 3 project was recently submitted to the Secretary of State. This will determine the topics that will be covered in the EIA work, and the methods to be used in the assessments. We expect to study the following topics:

- Air Quality;
- Noise and Vibration;
- Traffic and Transportation;
- Ecology;
- Water Resources and Flood Risk;
- Geology, Hydrogeology and Land Contamination;
- Landscape and Visual Amenity;
- Cultural Heritage;
- Socio-economics;
- Climate Change and Sustainability; and
- Cumulative and Combined Effects.

The detailed assessments for each of these topics will be undertaken in accordance with standard guidance and best practice and reported in an Environmental Statement (as part of the EIA) which will be included in the DCO Application. Where likely significant adverse environmental effects are identified, mitigation measures will be described where possible to reduce these effects.

What might Keadby 3 look like?

The CCGT will be of similar scale and appearance to Keadby 2, with the largest features being the turbine hall and the stack.

If natural gas with post combustion carbon capture is chosen, the CCP is likely to comprise a number of individual structures, storage tanks, pipelines and a stack.

If the plant is to be fired on hydrogen, this wouldn't require a CCP plant but instead there would be some additional storage tanks and pipelines.

Two options are currently being evaluated for the layout of these two main components:

- location of the CCGT on the current Keadby 2 laydown area with the CCP co-located in this area or the former tank farm; or
- location of the CCGT and CCP on land to the west of the existing National Grid substation to the north of the Keadby 2 laydown area.



Main areas of the site (indicative)

What are the timescales for this project?

It takes several years to plan and develop this type of project and there are several factors which need to be clarified and confirmed before we would be in a position to take a Final Investment Decision (FID), including obtaining a Development Consent Order (DCO), a form of planning permission and other necessary powers. The earliest a DCO would be granted is around two years away, and FID would be some months after that. Construction would take a further three years approximately.



What will be included in your DCO application?

The application for the DCO would seek development consent for the power station, the hydrogen or carbon capture equipment, cooling and electrical infrastructure, and associated development, such as any new or modified access arrangements and any biodiversity provision. The DCO may, with the agreement of the Secretary of State, include other powers necessary to construct and operate the power station. A public examination would be carried out by the Planning Inspectorate on behalf of the Secretary of State to review the proposals against government policy and examine how the applicant has addressed impacts.

How can I find out more and provide my feedback?

SSE Thermal is committed to providing safe, convenient and clear information about the project in order to raise awareness and obtain feedback on the proposals.

We are publicising the Stage One Consultation by posting this newsletter to addresses in North Axholme ward, the parish of Gunness and Burringham and within 2.5km of the Keadby Power Station site; publishing notices in local newspapers; writing to local elected representatives; and online advertising.

There are three ways to obtain more information about the project:

- The website at: <u>ssethermal.com/keadby3</u>. Here you can find copies of our consultation documents (banners, plans, and drawings) and background reports such as our EIA scoping report. This will be open for the entire consultation period. A link to our online version of the feedback form is also provided.
- Our virtual exhibition website at: <u>keadby3.consultation.ai</u>. This contains banners, plans, a frequently asked questions

document and a link to our feedback form. A video introduction is provided and audio read-out of the banners is available, along with a 'Live Chat' feature at the following dates and times:

29 June 10am-1pm and 4-6pm; 1 July 11am-3pm and 5-7pm 9 July 4-8pm 10 July 9am-12pm

By telephone on 0800 211 8194, to request a free paper copy of the consultation materials.

Tha abo con writ dev	Thank you for taking the time to read this newsletter. To help us record your views about the project and to improve the effectiveness of our consultation with local communities, we would be grateful if you complete this feedback form. Your written comments will help us to take your views into consideration during the development of our proposals.
÷	Which of our consultation methods have you used? Tick all that apply.
	Read the newsletter Visited the virtual exhibition Had a 'live chat' with the project team on the virtual exhibition site Visited the project website Left a message on the telephone line Requested a paper copy of the documents via the telephone line
N	Are you happy with the methods available and were you able to find the information you wanted?
м. 	Please provide any comments you have about the Keadby 3 project.
4	Should you wish to be kept informed, please tell us your preferred means of doing this and enter the details into the box below.
	E-mail
Pleč Tbio	Please tear off this postcard and send it to FREEPOST KEADBY 3. No stamp is required.
	This form should be returned to us by monday 27 July 2020 at Jpm.

Feedback can be provided using:

- The feedback form (via the website, exhibition, or the postcard at the end of this newsletter);
- e-mail; or
- Telephone.

Postal services may take longer at present due to coronavirus. Please observe all relevant precautions in relation to coronavirus, and use the alternative methods listed above if you are in an at-risk group. We cannot guarantee receipt of feedback provided via social media commenting and messaging, and therefore recommend you use the methods listed above.

Feedback must be received by **5pm on 27 July 2020**.

The feedback received at this stage will be taken into consideration during the refinement of the project proposals. A second period of consultation (Stage Two Consultation) is expected to take place during Q3 of 2020.

Will I be able to access the virtual consultation using my smartphone?

Yes, the consultation tool being used for the project has been designed to be accessed from all devices, including smartphones, tablets and desktop devices.

What if I don't have access to the internet?

SSE Thermal wants to ensure that all interested parties are able to view the project proposals and provide their feedback. Copies of the consultation materials can be provided in hard copy via post, upon request.

Can I access the virtual exhibition more than once?

Yes. The virtual exhibition will open on Thursday 25 June 2020 and you can log onto it at any time between then and the end of the entire consultation period and SSE Thermal will welcome additional feedback on the proposals throughout.



FREEPOST KEADBY 3

Is the virtual exhibition difficult to use?

No. The tool has been designed by industry experts to be user friendly. An instruction video will be featured as part of the page to provide a guide to the tool. You can also contact us by phone if you require any support.

Will you be using the same kind of methods for your Stage Two Consultation?

We are committed to providing safe, convenient and clear information on the project. The methods which may be used for the Stage Two Consultation have not yet been decided. We will consider the feedback from Stage One Consultation and any specific feedback received from the community, and seek the views of the local authority, North Lincolnshire Council, as well as the evolving UK position on managing the effects of coronavirus.

I would like to know more about Keadby 2 - is this consultation for me?

This consultation is about the emerging proposals for Keadby 3. If you have any queries or comments about the construction or operation of Keadby 2, please write instead to <u>jade.fearon@sse.com</u> or telephone 01724 788236.

When will Keadby 3 be operational?

As part of our commitment to a Net Zero emissions future, we will not build any further gas-fired power stations unless they have a clear route to decarbonisation. This DCO application will provide us with the option to construct a low carbon CCGT at Keadby, but a final investment decision would follow on afterwards, and will be dependent upon prevailing market conditions and policy frameworks. We want to work with government, regulators, industry partners and other stakeholders to create the right policy framework to enable the development of both CCS and hydrogen. Construction would take approximately 3 years.

What is carbon capture and storage?

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

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

Planning for early deployment of CCS in the UK has been deemed a "necessity, not an option" by the Committee on Climate Change, if we are to achieve net zero emissions by 2050.

Will the Keadby 1 Power Station keep running?

Keadby 1 Power Station has served the energy network since 1996 and has a generating capacity of up to 735MW. The gas-fired power station has a contract to provide capacity to the grid until September 2022 and will have opportunities to secure further agreements in future auctions. Our Environmental Impact Assessment work for Keadby 3 will make appropriate assumptions regarding the likely future running hours of Keadby 1.

What is the current status with the Keadby Wind Farm extension, will it be taken further?

At the present time, the Keadby Wind Farm project is on hold and not being progressed.



Data Privacy Notice

SSE Thermal ('we', 'us') is committed to ensuring the privacy of your personal information. We may process information that you provide to us. This data may include your name, your address, your telephone number, your email address, your employer or any group on whose behalf you are authorised to respond; and your feedback in response to any consultation or notification by SSE Thermal ('the consultation') in connection with the development consent application or related regulatory consent applications ('the application'). We will use your personal data for the following purposes:

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

The legal basis for processing this data is that it is necessary for our legitimate interest, which is carrying out consultation and notification activities, delivering documents that you request from us, and analysing and reporting feedback in connection with our application for development consent or other approvals. In addition to the specific purposes for which we may process your personal data set out above, we may also process any of your personal data where such processing is necessary for compliance with a legal obligation that we are subject to.

We may provide your personal data to the following recipients where necessary:

- Other SSE group companies, and their third party service providers and professional advisors where required in connection with the consultation or the consent application, and the insurers of any of the above where reasonably necessary for the purposes of obtaining and maintaining insurance cover, managing risks, obtaining professional advice and managing legal disputes; and
- The Planning Inspectorate (or any successor body). The Planning Inspectorate's privacy notice is available at: <u>https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2018/05/ni-privacy-statement.pdf</u>

Personal data that we process for any purpose shall not be kept for longer than is necessary for that purpose. Unless we contact you and obtain your consent for us to retain your personal data for a longer period, we will delete your personal data as soon as practicable following the outcome of the consent application. We may retain your personal data where such retention is necessary for compliance with a legal obligation to which we are subject.

The rights you have in relation to your personal information under data protection law are: to access; to rectification; to erasure; to restrict processing; to object to processing; to data portability; and to complain to a supervisory authority. You may exercise any of your rights in relation to your personal data by e-mailing us at: <u>consultation@keadby3.co.uk</u> or by writing to Freepost Keadby 3.



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APPENDIX 5.3: STAGE 1 NOTICES

Local Democracy Plans for new restaurants and hotel at Yorkshire Wildlife Park

George Torr Local Democracy Reporter george.torr@jpimedia.co.uk

Draft plans have been set out which could see a hotel, new restaurants and a conference centre at Doncaster's Yorkshire Wildlife Park.

Park bosses are set to appear before Doncaster Council's licensing committee to apply for permission to sell alcohol in their expanded settings

YWP, on Warning Tongue Lane, Old Cantley, currently holdsthreepremiseslicences. One, granted in 2009, cov-

ers the restaurant and court-

yard only, a second, granted in inside the conference centre. 2015, covers the whole site, including the Crafty Badger retail store, and a third, granted in 2016, covers the large event area.

A number of objections have been made by residents close to the park.

Plans show the indoor conference centre will also be used for sporting events and list snooker, darts, martial arts and gymnastics as examples.

The proposed licence means no regulated entertainment will take place in outside areas after 10.30pm. The application says live

music will be finished by 10.30pm outside and midnight

It is understood park bosses areawaitingtheoutcomeofthe licensing hearing before any development plans are laid out for any potential construction.

The park announced the expansion plan back in 2017, which was said to bring in about £50 million worth of investment and more than 300 extrajobs.

Bosses secured 150 acres of land adjacent to the current site and are developing the plans which they say has the potential to make it 'one of the eading destinations in the UK'.

Hayley Oxley, council seniorlicensingpractitioner, said: "It is recognised licensed prem-



An artists' impression of the Yorkshire Wildlife Park plans

ises are, quite often, businesses and places of employment.

"The licensing committee/ sub-committee, subject to the general principles set out in the council's statement of licensing policy and the overriding need to promote the four licensing objectives, will have regard to this outcome when making licensing decisions.

"The licensing objectives are: prevent crime and disorder; prevent public nuisance; promote public safety; and protect children from harm."

Councillors will approve, amend or reject the licensing application at a virtual meeting on Monday, July 6.

Keadby 3 Low Carbon CCGT Power Station Project

SSE Thermal is proposing to build a new low carbon gas fired power station at Keadby, North Lincolnshire

The new power station will have a generating capacity of up to 910 megawatts (MW) and will provide the UK with the reliable and flexible energy it needs during the country's transition to Net Zero.

Keadby 3 will be a highly efficient gas fired power station with options for either Carbon Capture or Hydrogen firing currently being considered.

The first stage of consultation for the proposed development (Stage One Consultation) will begin on 22 June 2020. We would like to invite members of the community to visit our website to learn more about the project at ssethermal.com/keadby3

Our 'Greenprint' for economic recovery sets out a five-point action plan to meet the twin objectives of helping the economy rebound, whilst taking action meet net zero emissions targets. In SSE Thermal, we believe Keadby 3 could be part of a green recovery.

We will be hosting a virtual public exhibition which can be accessed online at keadby3.consultation.ai or via the project website from 25 June 2020.

Our virtual exhibition will contain banners, plans and a link to our feedback form.

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All responses to Stage One Consultation should be returned by Monday 27 July 2020.



DONCASTER FREE PRESS

NEWS

Union fury over plans to axe 450 jobs at rail maintenance factory

David Walsh david.walsh@jpimedia.co.uk @DavidWalsh_M

Plans to axe up to 450 jobs at a Doncaster rail maintenance factory have been blasted by a union which claimed they had been 'smuggled out under the cloak of the Covid-19 crisis'.

Thursday, June 25, 2020 www.doncasterfreepress.co.uk

The RMT said proposals to halve the workforce at Wabtec Rail in Doncaster should be 'immediately withdrawn' to allow for discussions with government and politicians.

All 952 staff at the historic Doncaster Works site on Hexthorpe Road – birthplace of famous steam locomotive the Flying Scotsman – were told there is not enough work for everyone, ahead of a 45day consultation period. The union says employees will go between August and March 2021 but there will be more than 100 redundancies in August.

Wabtec Rail refurbishes carriages and makes and repairs freight vehicles and shunting locomotives.

Mick Cash, general secretary of the Rail, Maritime and Transport Workers Union, said it was 'devastating' news for the area and was 'wholly opposed by RMT'.

He added: "The fact that these savage cuts have been smuggled out under the cloak of the Covid-19 crisis is a disgraceful way to act and the plans should be immediately withdrawn to allow for discussions with the Government and local politicians on how we protect these skilled engineering jobs before they



World Record holder A4 Pacific Mallard at Wabtec Works, Doncaster

are lost for good.

"RMT's executive will be considering a detailed response to the plans which are another sign of the kind of carnage that is being lined up for the engineering and transport sectors off the back of this pandemic." Wabtec Corporation is headquartered in Pittsburgh, Pennsylvania, USA. It employs 27,000 people in 50 countries and supplies components and services to the global rail industry. It is one of the 500 largest firms in the US and has \$8bn turnover. The Doncaster Works, on a 22-acre site beside the East Coast mainline, has a long history in the construction and maintenance of trains.

A Wabtec spokesman said Doncaster Works had completed most of its refurbishment contracts and the firm planned to 'realign' the site.

He added: "The transit rail industry in the United Kingdom is changing, as rail operators are updating their fleets with new rolling stock rather than refurbishing existing trains.

"In 2019, Wabtec's Doncaster site completed most of its refurbishment projects and has a strategy in place to fulfill the remaining commitments. Given these realities, Wabtec is proposing to realign the site to focus on projects best suited for its operational strengths and better position the facility for longterm success.

"Decisions like this are nevereasy, but it will improve the site's cost competitiveness and offer customers the best value.

"The proposed realignment includes a gradual workforce reduction of up to 450 employees from the third quarter of 2020 to the first quarter of 2021.

"The company will enter a 45-day consultation period with the trade union and employee representatives to discuss the proposal and improved work practices.

"Wabtec is focused on meeting customer commitments and providing impacted employees with resources and benefits needing during this transition."

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Thursday, July 2nd, 2020

Women fined for fly-tipping

Three women have been fined for fly tipping offences in Goole, the East Riding of Yorkshire Council have said.

• Reports of dumping within the town have been on the rise since the start of lockdown, with these three separate incidents marking the first action taken by the council.

The first incident saw a woman fined £300 for dumping two fridges, bags of household waste and cardboard boxes in the alleyway of Marlborough Avenue on May 18.

Enforcement officers were able to link the items to the resident who admitted to leaving the items there. She said plans for an individual to pick up the waste fell through and the items were never moved despite her original intentions.

The second incident saw a woman fined £200 following a complaint on Moorland Road.

Enforcement officers attended the scene on May 20 and found four bags of household waste including used nappies.

The items were linked back to an address in Goole where the woman claimed she reluctantly allowed a friend to discard of the waste in a bin belonging to someone else.

The third incident on May 28 saw a woman fined £300 after reports of persistent fly tipping in the alley behind Manuel Street.

Enforcement officers found a vacuum cleaner, a wooden table, a wooden unit, a baby bath, a moses basket, a pink laundry basket, bamboo fencing, cardboard boxes and a bag of waste.

Once again, the officers were able to connect the waste to a resident who admitted to leaving the waste in the street claiming that she had seen



others doing the same.

In all three cases, the council removed the waste.

The women have not been named as they admitted to the offence and the cases did not go to court.

ERYC said complaints have also been made to incidents at Eastgate, Gordon Street, Gray Street, Weatherill Street, Jackson Street, Jefferson Street and Marlborough Avenue, which has led to warning letters being posted to numerous addresses.

Residents have been taking to Facebook to post photos of fly-tipped areas in Goole, with some calling the offenders "scumbags" and an "absolute disgrace".



Paul Tripp, head of street scene services at East Riding of Yorkshire Council, said: "Even though we're in lockdown, that's no excuse for residents to ignore their responsibilities and dump waste.

"That is still illegal and we will continue to investigate all reports of fly-tipping and littering and take the necessary enforcement action."

To report fly-tipping to the council, ring 01482 393939 or visit eastriding.gov.uk/fly-tipping.

RIGHT: The items found fly-tipped in the Marlborough Avenue lane. (02-07-26 SU)

LEFT: The ERYC is beginning to crackdown on fly-tippers after a surge in reports since lockdown. (02-07-28 SU)

Residents are asked to follow the council's SCRAP Code and make the following checks when hiring anyone to take their rubbish away:

PAGE FIVE

Suspect – Beware of rogue waste carriers. Reputable companies do not usually make direct approaches. If in any doubt as to whether someone is a legitimate waste carrier, do not allow them to take your waste.

Check – Ask to see their waste carrier registration details and verify them by checking the online register at environment-agency.gov.uk/publicregister or by calling the Environment Agency on 03708 506 506. Note down the registration number of the vehicle used to take your waste away.

Refuse – Refuse unsolicited offers to have any rubbish taken away. Always carry out your own research and choose who you wish to approach.

Ask – Always ask what exactly is going to happen to your rubbish and seek evidence that it is going to be disposed of appropriately. A legitimate, professional waste carrier who wants your business should not object to being asked reasonable questions.

Paperwork – Make sure you get a proper receipt containing the written information for your waste. This should include what has been removed and where it will be going. Make sure the firm's or trades person's details are included.

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For a better world of energy

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Thursday, June 25th, 2020

A lorry container overturned at the Junction 36 roundabout in Goole, causing oil and petrol to leak onto the road. Humberside Police

confirmed no injuries stemmed from the incident on Monday, June 22 at around 11am.

Traffic was disrupted in the surrounding area as vehicles were diverted across the roundabout.

The container was eventually lifted upright and the road was reopened by Highways England by 5pm.

An aerial shot of the lorry container overturned. Photo submitted by Darran Barker. (25-06-45 SU)

RIGHT: Humberside Police were on the scene diverting traffic and blocking the sewers with sand. (25-06-46 GT)



Armed forces support

As part of its commitment to the Armed Forces Covenant, East Riding of Yorkshire Council is working together with partners to improve the support for the local Armed Forces community.

The East Riding Armed Forces Money Advice Service provides tailored support for local serving personnel, veterans and their families, including financial and legal advice.

The council says that despite the COVID-19 pandemic, help, support and advice is still available for the members of the Armed Forces in our region.

Although appointments are now only available over the phone, the full range of advice services are still available and three way conference calls with clients, creditors, the Department for Work and Pensions, and other relevant organisations are also possible.

The service is delivered by Hull and East Riding Citizen's Advice and takes referrals from both partner organisations and self-referrals.

Katherine Nickolds, advice forward training centre manager at Hull & East Riding Citizen's Advice, said: "We have created a simple referral form on our website for serving personnel, veterans and their families to complete and self-refer to our service and we aim to respond within four working days. "The integrated nature of this service ensures serving personnel and veterans are helped holistically and the one-stop shop approach means they don't need to repeat the complexity of their lives to multiple advice staff/agencies."

She added: "This in turn means they are less likely to fall 'between the gaps' of statutory and charitable service provision. We recognise the in-depth and intense nature of the service required and are able to spend more time with clients to support them with all their advice needs."

The service covers a wide range of topics including money advice, benefits, relationship advice, employment, housing and homelessness advice and consumer issues.

Councillor David Elvidge, Armed Forces Member Champion, said: "I would like to say what a fantastic thing it is especially during these unprecedented times to have a dedicated East Riding Armed Forces Money Advice Worker able to help with targeted support for members of the Armed Forces, veterans, their families and dependants when that support is needed."

For more information and to complete a self referral visit: http://www.hullandeastridingcab.or g.uk/armed-forces-money-adviceproject/

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PAGE SEVEN

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6 SCUNTHORPELIVE.CO.UK THURSDAY, JULY 2, 2020

News

Work set to start on **Humberside Police's** £20m control centre

By JAMIE WALLER

jamle.waller@reachplc.com @ScunthorpeLive

24

WORK will soon begin on the building which will house Humberside Police's new £20m control centre and other specialist units.

three-storey building, which will new police building at Melton," he contain a state-of-the-art control room.

Melton West Business Park, near Hull, replacing the current one in Hessle, which is no longer fit for use. The building will handle all 999 or

101 calls from the public across Humberside Police force's area, and also house specialist units such as major crime investigation.

Construction on the 107,000sq ft building is scheduled completed in time as businesses try to rebuild and 2022. It is expected to create jobs people who have lost jobs try to building is not about centralising

and boost supply chains throughout the Humber region.

Humberside police and crime commissioner Keith Hunter said the building would put the force at the

forefront of call handling. "I am delighted that planning Over 500 staff will work at the permission has been granted for the

said. "At this moment of national The facility will be built on the crisis, our thoughts and efforts are naturally on dealing with the tragedy affecting many families and coping with the stresses on our NHS and other public services.

"It is, nevertheless, hugely important to consider how we emerge from this and position our public services for the future, in what will inevitably be a challenging

500 STAF

seek new work.

"Being able to confirm this new building will now go ahead is, therefore, a great announcement for our area. It will create jobs and boost supply lines throughout the Humber region.

"This go-ahead is a statement that we will emerge and Humberside Police will continue to drive forward its ambition to be an outstanding police force. We must invest for the future."

He added that the new control room would improve service across force's area in northern the Lincolnshire and south Yorkshire.

"I really want to stress that this

regain their former employment or policing. Over the past four years of area, it will improve it for the whole my tenure, more and more local force." officers have been based back in the communities they police," Mr Hunter said.

"That is the natural direction for Humberside Police.

"No police station with locally based operational officers has been closed without a replacement opening and that will continue.

"This building will, however, allow a new force control room to be built to put us at the forefront of call handling in the country. It will also allow officers based in specialist units to work together allowing efficiencies that can be reinvested in improving the service.

"It will not reduce service to any

The new control centre is being constructed by Willmott Dixon, which recently delivered the Birchin Way custody suite in Grimsby.

Anthony Dillon, managing director of Willmott Dixon in the North, said: "It's critical that those who work around the clock to keep us all safe have the right facilities for 21st-century policing.

"These new modern facilities for Humberside Police are designed to create a state-of-the-art and value for money environment, giving control room teams and officers in specialist units the very best support they need to serve the people of

Humberside."

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27 July 2020.



THURSDAY, JUNE 25, 2020 SCUNTHORPELIVE.CO.UK



THE DRIVER WAS LEF

By COREY BEDFORD

corey.bedford@reachplc.com @CorevBJourno

THIS was the terrifying moment a loose plank of wood hit a car at 70mph.

Wayne Spillett, 47, from Immingham, was driving to Hull for a job interview when he was overtaken by a van.

Moments later, a plank of wood flew off the van and hit Wayne's car, shattering the windscreen and leaving him with a broken arm.

He managed to pull over, where he was joined by a witness, who took a photo of the car for him and helped him contact the emergency services.

An ambulance was called out to Grimsby's Diana, Princess of Wales Hospital.

The incident, which happened on the A15 near Barton on Thursday, June 11, was reported to the police, with entire incident the captured on Wayne's dash-cam.

Wayne said: "At the time I was just annoyed to be honest, but after I calmed down and had been treated at hospital, I realised just how lucky I windscreen, but it was still was to get out of it alive.

"I am really shocked looking-back, if it had hit lower in the windscreen I could have been killed. I've definitely got eight lives left now!

"I was on my way to a job interthe scene and Wayne was taken to view in Hull when it happened. I was on the A15 near Barton when I noticed a van coming up behind me while I was trying to overtake a car.

News

"I pulled over and let him past, before pulling out and overtaking the car. "Then, I noticed a piece of wood

had become loose on the top of the van, and flew off and hit my car. "Thankfully, it hit the corner of the

terrifying.

"I tried to lift my right arm to help steer the car and I realised that I couldn't move it, so I had to use my left arm to steer the car to the Wayne Spillett's was on his way to a job interview

side of the road and pull over safely. "I don't know if the van driver realised what had happened, but interview with and let them know I either way he drove off. I was able to get his information from the dash-cam either way, thankfully.

"I would urge all drivers to invest in a dash-cam for their vehicles, mine cost less than £20 on eBay and needed no specialist fitting.

"That has proved to be my wisest investment in a long time."

Unfortunately, Wayne has to wear a cast for the next six weeks and he missed his job interview, but now he is counting his blessings.

He said: "I had to call the people I was meant to be having the was in an accident and couldn't attend.

"It's frustrating because this is the first job interview I have had in a while because of everything going on with Covid-19, it is the worst time to look for work.

"They understood, but I think I might have missed my chance, now. "But I'm just lucky to get out of the

whole situation alive." Humberside Police have been

approached for comment.

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APPENDIX 5.4: STAGE 1 POSTER

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The first stage of consultation for the proposed development (Stage One Consultation) is now open until **3 August 2020**.

We would like to invite you to visit our virtual exhibition. Scan the QR code on this poster or visit <u>keadby3.consultation.ai</u>

As part of the virtual exhibition, members of our project team will be available for 'Live Chat' on:

Thursday 9 July 4pm to 8pm

Friday 10 July 9am to 12pm

All responses to Stage One Consultation should be returned by Monday 3 August 2020.

Further information about the project can be found at <u>ssethermal.com/keadby3</u>



For a better world of energy



Stage 1 Poster Locations



APPENDIX 5.5: STAGE 1 ONLINE ADVERTISING ANALYTICS

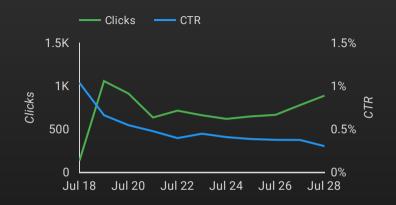


Jul 18, 2020 - Jul 28, 2020

Click Through Rate & Impressions

by Clicks, CTR, and Impressions





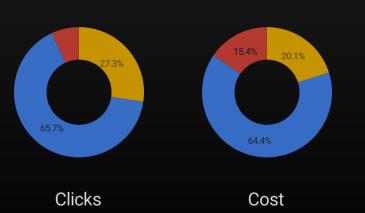
Cost Per Click

by Cost, CPC, and CPM



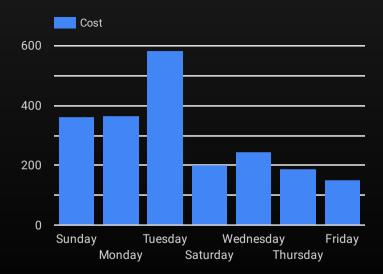
Device Breakdown

by Clicks, Cost, and Conversions



Day Of The Week

by Clicks





APPENDIX 5.6: STAGE 1 TWEETS



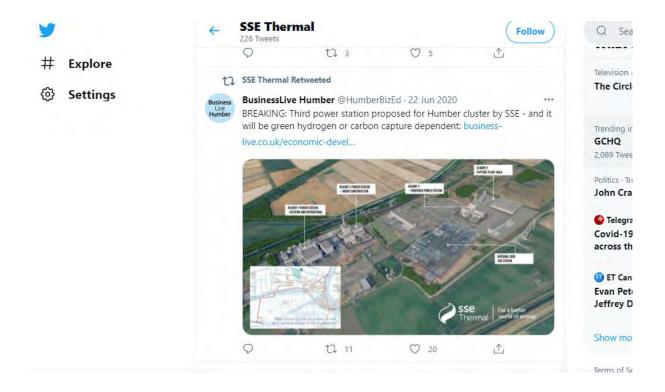
Earlier today we opened a stage one consultation for our proposed Keadby 3 low-carbon power station in North Lincolnshire, which will only be built with a clear route to decarbonisation via carbon capture and storage (CCS) or hydrogen! Find out more at ssethermal.com/keadby3.

Keadby 3 | SSE Thermal SSE Thermal is developing the option for a low-carbon combined cycle gas turbine (CCGT) at our Keadby site in North... Sethermal.com 6:30 pm · 22 Jun 2020 · Twitter Web App Likes Q Q Q Q Q Q C Likes



The decarbonisation of heavy industry is critical to the UK achieving #netzero. The development of shared #carboncapture and #hydrogen infrastructure would allow projects like our proposed Keadby 3 Power Station in Lincolnshire to help deliver a #greenrecovery in the years ahead.





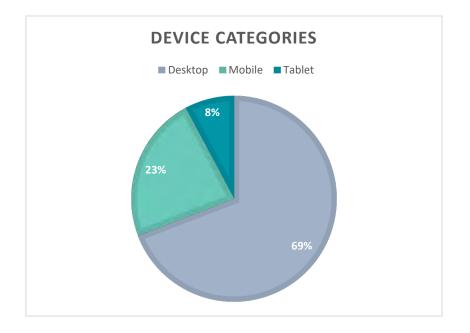


APPENDIX 5.7: STAGE 1 WEBSITE ANALYTICS

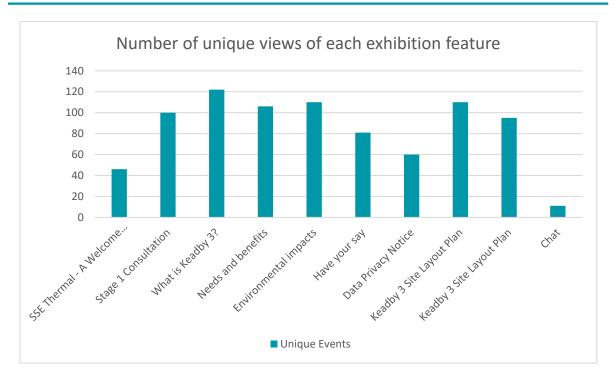


APPENDIX 5.7: STAGE 1 WEBSITE ANALYTICS



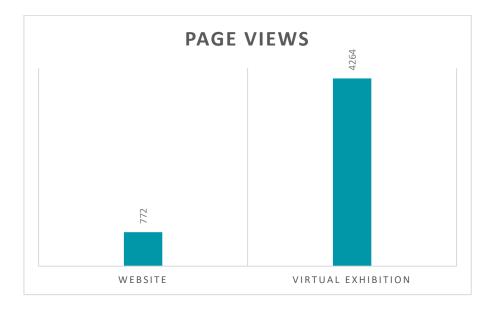


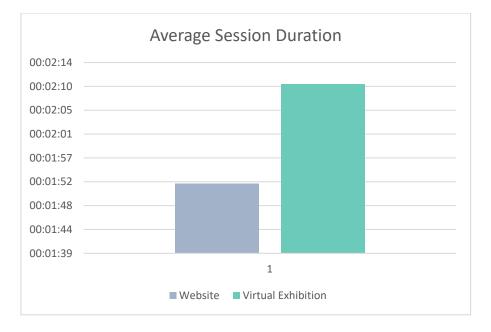














APPENDIX 7.1: SUMMARY CONSULTATION METHODS EMAIL

Andrew

I hope this finds you well.

We are currently reviewing the findings of Stage 1 (non-statutory) consultation for the Keadby 3 Low Carbon Power Station project and making preparations for the Stage 2 (statutory) consultation.

Please find attached a summary of the methods used at Stage 1 and our ideas for Stage 2 methods. If you have any initial comments to make, then it would be helpful to receive these by Friday 2 October or do give me a call if easier.

We will also formally consult you on the draft Statement of Community Consultation (SoCC) (probably for the whole of October) for the statutory 28-day period. The SoCC will then be published ahead of the Stage 2 consultation, which is likely to begin on 20th November and run for an extended duration of eight weeks.

Kind regards





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

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APPENDIX 7.2: SUMMARY OF CONSULTATION METHODS



Summary of Stage 1 Consultation Methods and Proposed Methods for Stage 2 Consultation

Activity or	Method(s) available	Indicative Timing and Approach for	Approach taken for Stage 1	
Component		Stage 1 Consultation (from Draft	Consultation	
		Strategy)	(this column was added post	
			consultation)	
Initial contact with host local authority planning officers.	Email/telephone leading to web meeting.	Explain the project in outline ahead of the EIA scoping submission and its overall timescales.	SSE made contact with officers at North Lincolnshire Council prior to EIA Scoping, outlining the project and the intended timescales.	Forr Stat the s
Initial contact with local political representatives.	Email/telephone leading to web meeting.	Explain the project in outline ahead of the EIA scoping submission and its overall timescales.	SSE made contact with local councillors, parish councils and Members of Parliament between 11- 14 May 2020, outlining the project and the intended timescales.	SSE cour the s
Clearly defining and publicising start and end dates for each stage of consultation.	There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.	Five weeks is recommended due to the potential for slight delays in posting materials to individuals, due to coronavirus.	The Stage 1 consultation ran from 22 June 2020 to 3 August 2020, a period of 6 weeks.	A pe Janu
Publicise Stage 1 consultation to the community	Mailout to the Inner Zone.	A newsletter is likely to be used in order to convey clear information, including imagery and mapping, along with a freepost survey response form.	An 8-page newsletter was twice posted to properties within the Inner Consultation Zone N/and included a freepost survey response form.	The news the r freep of fu copi
	Notices/advertorials in newspapers or existing local newsletters circulating in the Inner and Outer Zones.	The Scunthorpe Telegraph, Goole and Selby Times and potentially the Doncaster Free Press will cover the zones. Some offer online advertising.	Newspaper advertisements were posted in the Scunthorpe Telegraph, the Goole, Selby and Epworth Times, and the Doncaster Free Press on 25 June 2020 and 2 July 2020.	The notic be p requ
	Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone.	This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.	Public posters were used later in the consultation period.	Publ
	Electronic notices or hyperlinked information from the local authority website.	This would be discussed with the NLC planning officer, to understand what is possible.	This was not felt to be necessary.	We Lince East onto DCC we c
	Radio advertising throughout Inner and Outer Zone.	This would not normally be relied on at Stage 1 consultation and we do not think it is necessary in addition to the mailout and newspaper notices.	This was not felt to be necessary.	This othe thes
	Google Ads or similar (aimed at local IP addresses – Inner and Outer Zones)	Targeting local IP addresses as opposed to nationwide, with simple messaging and allowing a single click through to the project website or the	Google Ads were used to target local IP addresses (within around 17km) with simple messaging and link through to the virtual public	We cons

Proposed Approach for Stage 2 Consultation

ormal consultation will be carried out on the atement of Community Consultation (SoCC) for e statutory 28 day period. This will likely fall in ctober.

SE will make contact with local councillors, parish buncils and Members of Parliament in advance of e start of consultation.

period of 8 weeks from 20 November to 15 nuary.

he same Inner Zone is proposed, and a ewsletter will again be used (AECOM to produce e newsletter). This will include a more detailed eepost survey response form, and will give details further information sources including free postal pies of the PEI Report Non-Technical Summary.

tices (both SoCC notices and S48 notices) will placed in local newspapers for at least the quired minimum quantities/timings.

ublic posters will be used if practical to do so.

e would like to discuss this with North ncolnshire Council. By way of an example, North ast Lincolnshire Council were able to add a link nto their planning register home page during a CO consultation/notification period recently and e can provide further information.

his is not felt to be necessary given the range of her methods used and the traffic received from ese at Stage 1 consultation.

e intend to increase usage of this at Stage 2 insultation and use it at several points.



Summary of Stage 1 Consultation Methods and Proposed Methods for Stage 2 Consultation

Activity or	Method(s) available	Indicative Timing and Approach for	Approach taken for Stage 1	
Component		Stage 1 Consultation (from Draft	Consultation	
		Strategy)	(this column was added post	
			consultation)	
		virtual exhibition. This is likely to be used, and will target an area of around 17km radius (bigger than the Outer Zone i.e. slight over consultation, which is acceptable).	exhibition. Statistics showed 28% of the traffic to our virtual exhibition came from these ads.	
	Social media (e.g. SSE Thermal Twitter account and LinkedIn; Facebook; existing area- based Facebook groups or other platforms such as Nextdoor.co.uk) in Inner and Outer Zone.	SSE Thermal will potentially use its Twitter and LinkedIn accounts; however, a bigger social media push is more appropriate for Stage 2 consultation. At Stage 1 consultation the aim is to raise awareness and disseminate clear messages, which involves having a degree of control over the media being used. It also is desirable to have established awareness of Keadby 3 via Stage 1 consultation before 'entering' existing area based social media groups at Stage 2 consultation for example. Social media will be used primarily to announce key dates (e.g. the start of consultation, the first day of the virtual exhibition, the dates of the 'live chat' feature, and the end of consultation).	Use was made of SSE Thermal's Twitter account with posts making people aware of the Stage 1 Consultation.	We in cons planr elsev via T dates
Brief local political representatives (MPs, ward councillors, parish councillors) in the Inner	Normally a series of 1-on-1 meetings before/at the public information event or at the organisation's premises.	This is not currently possible. However, it will be undertaken if the restrictions allow and the individual agrees.	Due to coronavirus restrictions at the time it remained unfeasible to hold 1-on-1 meetings.	This provi wher
and the Outer Zones. A similar approach is adopted for technical consultees (Environment Agency etc) and existing local amenity or residents' groups.	Web or telephone-based meeting with the project team. This could potentially be done on a grouped basis (e.g. per topic) for technical consultees.	This can be a video conference (for political representatives) or teleconference (others) with key team members to outline the content of the consultation, methods, and timescales. A meeting with the leader of North Lincolnshire Council, local MP, and local councillors was held on 28 May 2020.	In addition to the meeting held with local representatives on 28 May 2020, a web meeting was held with Keadby Parish Council on 11 June 2020 previewing the Stage 1 Consultation and answering questions arising.	We in Cour perio
Display information in public via an exhibition with clear information and project team members on hand to answer questions	This is normally a physical exhibition held in both the Inner and the Outer Zone.	This is not currently possible. However, it will be undertaken if coronavirus restrictions allow and it is considered safe by the project team in discussion with relevant stakeholders.	Due to coronavirus restrictions at the time it remained unfeasible to hold public exhibitions.	SSE a sm onlin view and r the c appro
	A virtual exhibition can be used as we did for Stage I Consultation (see <u>https://keadby3.consultation.ai/?aecomstaging</u>). This is being successfully used on other	The virtual exhibition is attractive and accessible, while remaining simple. Feedback from SSE Thermal's inclusion and diversity working group will be sought in preparing the exhibition. It can be used by smartphone users, tablet users, or	A virtual public exhibition remained open during the consultation period. Statistics showed over 100 people viewed each consultation banner, which is a greater number than we would have obtained via a physical exhibition, based on our	A pro virtua cons webi adva

Proposed Approach for Stage 2 Consultation

e intend to increase usage of Twitter at Stage 2 insultation, however, the frequency cannot be anned in advance as it is dependent on activity sewhere in the SSE group also being broadcast a Twitter. We intend to use it to announce key ites.

his is likely to remain impractical but they will be ovided with contact details for the project team then we contact them in advance.

e intend to offer a webinar to Keadby Parish uncil slightly before or early in the consultation riod.

SE has carefully considered the merits of offering small number of physical meetings, in addition to line/remote methods. We have decided that in ew of the increasing restrictions on gatherings ad movement, and our responsibilities towards e communities in which we operate, it is not opropriate to arrange physical events.

proven and lower risk alternative exists in the tual exhibition tool deployed at Stage 1 onsultation. This will be supplemented with ebinar presentations on dates advertised in livance (see below). The virtual exhibition will



Summary of Stage 1 Consultation Methods and Proposed Methods for Stage 2 Consultation

Activity or	Method(s) available	Indicative Timing and Approach for	Approach taken for Stage 1	
Component		Stage 1 Consultation (from Draft	Consultation	
		Strategy)	(this column was added post	
			consultation)	
	infrastructure projects including by public authorities.	computer users. A flythrough/video introduction will be considered. 5-6 banners will be prepared for Stage 1 consultation and other functionality may include: a document reader; a map/plan of the Proposed Development; a form to ask questions or request a call back/response; a 'frequently asked questions' document; and on specified days a live chat type feature with the project team.	experience in the area and on other thermal projects such as Ferrybridge D in Yorkshire.	inclue and i and i mem
Depositing consultation documents in a public place for people to use as a reference source.	Physical deposit locations at local libraries, council offices, leisure centres or other public venues in the Inner and Outer Zones.	This is not possible at present due to social distancing restrictions. Reluctance to spend periods of time in public buildings is likely to remain a factor for some time and vulnerable sectors of the population may be self-isolating. Alternative venues such as food retail outlets are not 'neutral' spaces and maintaining distancing would be difficult.	Due to coronavirus restrictions it remained unfeasible to deposit physical documents in the local area. Subsequent government regulations ¹ removed the obligation for statutory consultation exercises to deposit documents, demonstrating it is also not appropriate for a non statutory consultation exercise.	This gove inten publi provi
	Provision of free USB sticks, or hard copy document.	USB sticks are not required at Stage 1 consultation since the documents provided (banners, EIA scoping report, 'frequently asked questions', and map/plans) are modest in size and can be posted in hard copy.	The documents were modest in size and no further documents were added to the Stage 1 Consultation and therefore USB sticks were not required.	Free docu the F PEI F
Web presence	Project website and project e-mail address	This will be the first port of call for many stakeholders, particularly during the coronavirus outbreak. All consultation materials, contact methods, and visual information will be housed on the website. The survey form (via a secure proprietary survey form, with privacy policy stated) will also be linked from the website. The project e- mail address will be manned by the project technical team and would remain open for the duration of the pre application and post application planning process.	A project website was created and remained live long after the Stage 1 Consultation had ceased. A project e-mail address was also created and remained in use through the Stage 1 Consultation.	The the c mano refer rema
Acknowledging feedback and responding to information requests where necessary and feasible to do so.	Pertinent comments are normally responded to via the method the sender requests, <i>i.e.</i> letter or e-mail.	The 'live chat' feature in the virtual exhibition can offer a way to converse with the project team directly in real time. If an individual writes to the project email address or submits a questionnaire response, an autoreply can be provided for to give reassurance that it has been received. The applicant will endeavour to reply where it is clear that a response is required and feasible.	The live chat featured on the project website was live on four, spaced out dates during the consultation. This was very rarely used, despite trying various types of setup and engagement method. For e-mailed and questionnaire queries, rather than autoreplies, bespoke responses were sent to those who wrote to the project email address, as modest numbers of these were received.	Live use a subm appli that a acco

¹ The Infrastructure Planning (Publication and Notification of Applications etc.) (Coronavirus) (Amendment) Regulations 2020, available at: <u>https://www.legislation.gov.uk/uksi/2020/764/contents/made</u>

Proposed Approach for Stage 2 Consultation

clude more information than the Stage 1 version, ad is likely to also contain more visual information ad introductory information about project team embers.

his requirement is temporarily suspended under overnment coronavirus regulations. We do not tend to deposit physical copies of documents in ablic locations due to the inherent risks in oviding shared paper copies.

ee USB sticks and free paper copies of selected ocuments would be available on request (such as e PEI Report Non-Technical Summary). The full EI Report would be a chargeable document.

ne project website will be updated (provision of e consultation documents on a project website is andatory under the temporary regulations ferred to above) and the project e-mail address mains live.

ve chat will not be used; however, we intend to be a 'ticket' system which will allow people to abmit a query via the virtual exhibition page. The oplicant will endeavour to reply where it is clear at a response is required and feasible, taking into account the level of responses received.



Summary of Stage 1 Consultation Methods and Proposed Methods for Stage 2 Consultation

or Q&A sessions (remote).	Stage 1 Consultation (from Draft Strategy)	Consultation (this column was added post consultation)	
or Q&A sessions (remote).	Strategy)		
or Q&A sessions (remote).		consultation)	
or Q&A sessions (remote).			
	These could be project led or could be facilitated by third parties. It is not likely that these will be needed at Stage 1 consultation since the information being presented will be non-technical. At Stage 2 consultation this is likely to be more relevant.	As the information presented was non-technical such surgeries or remote Q&A sessions were not held during the Stage 1 Consultation.	Web sess perti minu deliv will b four weel Janu
		A freephone telephone number (voicemail based) was provided to receive queries/information requests. No calls were received.	close furth time. A fre will b requ unde regu
_		information being presented will be non-technical. At Stage 2 consultation this is likely to be more	information being presented will be non-technical. At Stage 2 consultation this is likely to be more relevant. held during the Stage 1 Consultation. A freephone telephone number (voicemail based) was provided to receive queries/information

Proposed Approach for Stage 2 Consultation

ebinars (i.e. web based presentations with Q&A ssions) are proposed, covering a range of rtinent topics for 30-40 minutes and a 20-30 nute Q&A session at the end. These will be livered by members of the project team. Dates I be advertised in advance. We intend to offer ir webinars in early December (around two eks after consultation starts), and two in early nuary (around one week before consultation ses). The applicant will consider requests for ther webinars in light of circumstances at the ie.

reephone telephone number (voicemail based) I be provided to receive queries/information quests, as a telephone number is mandatory der the latest government coronavirus gulations.



APPENDIX 7.3: DRAFT SOCC EMAIL

From:	Colin Turnbull
То:	Andrew Law
Cc:	Rob Booth; Geoff Bullock
Subject:	Section 47(2) & (3) Planning Act 2008 - Consultation on Draft SoCC for Keadby 3 [Filed 13 Oct 2020 16:56]
Date:	13 October 2020 16:56:13
Attachments:	201013 - Draft SoCC For Consultation - Issued.docx

Dear Andrew

Please find attached the draft Statement of Community Consultation (SoCC) for the Keadby 3 Low Carbon Gas Power Station Project. This sets out our proposed consultation approach for Stage 2 consultation, 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 Wednesday 11 November 2020**.

Additionally, if you would like to talk through anything please do not hesitate to give me a ring (mobile best). It would also be helpful to have contact details for your website manager to see whether it is possible to add a hyperlink and a sentence of text on the NLC planning web page to link to our online consultation exhibition for 8 weeks (this is referenced tentatively in table 1 in the SoCC which is similar to the table I shared a short while back).

Kind regards Colin Turnbull BSc (Hons) MSc MRTPI Senior Associate



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

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APPENDIX 7.4: DRAFT SOCC



Planning Inspectorate Ref: EN010114

The Keadby 3 Low-Carbon Gas 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

> SSE Generation Limited Date: May 2021



DOCUMENT HISTORY

Revision	0 – DRAFT FOR CONSULTATION		
Author	DWD		
Signed	СТ	Date	13.10.20
Approved By	GB		
Signed		Date	
Document Owner			

GLOSSARY

Abbreviation	Description
AGI	Above Ground Installation
BEIS	Business, Energy & Industrial Strategy (government department)
CCGT	Combined Cycle Gas Turbine
CCCP	Carbon capture and compression plant
COVID-19	Coronavirus Disease 2019
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
EIA	Environmental Impact Assessment
MHCLG	Ministry of Housing, Communities and Local Government
MWe	Megawatts electrical
NLC	North Lincolnshire Council
NTS	Non Technical Summary
PA 2008	Planning Act 2008
PCC	Power and Carbon Capture
PEIR	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



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2.0	General Approach to Consultation About SSE Thermal Guidance and Other Matters Relevant to the Proposed Developent	.5
3.0	The Keadby 3 Low Carbon Gas Power Station Project	.7
	The Proposed Development Components of the Proposed Development Areas of the Proposed Development Site	.7 .8
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TABLES

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1.0 INTRODUCTION

- 1.1 SSE Generation Limited ('SSE Thermal' or 'the Applicant') is proposing to develop a new low carbon gas fired power station and associated development including electrical and cooling water connections (together 'the Project' or 'the Proposed Development') at Keadby, near Scunthorpe in North Lincolnshire. The Proposed Development will be known as Keadby 3.
- 1.2 The Proposed Development will be located within the administrative boundary of North Lincolnshire Council ('NLC').
- 1.3 The power station will generate in excess of 50 megawatts ('MWe') and will therefore be a nationally significant infrastructure project. SSE Thermal will require a Development Consent Order ('DCO') under the Planning Act 2008.
- 1.4 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 Thermal must apply to the Planning Inspectorate ('PINS') for a DCO. PINS will carry out an examination of the application on behalf of the Secretary of State, who will then make the final decision on the application.
- 1.5 The SoCC has been prepared with reference to guidance¹ published by the Ministry of Housing of Communities & Local Government (MHCLG) or its predecessor departments, as well the PINS advice notes and NLC's Statement of Community Involvement.
- 1.6 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 3. It is therefore important that you let SSE Thermal 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.

¹ Planning Act 2008: guidance on the pre-application process, 2015. Retrieved from: <u>https://www.gov.uk/government/publications/guidance-on-the-pre-application-process-for-major-infrastructure-projects</u>



2.0 GENERAL APPROACH TO CONSULTATION

- 2.1 Before applying for a DCO, SSE Thermal 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 Thermal 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 Thermal 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 SSE Thermal generally adopts a two-stage approach to its pre-application consultation on major projects. Accordingly, a stage of non-statutory consultation (the 'Stage 1 Consultation') was undertaken in June, July and August 2020. This has influenced the development of the proposals, which will be described in the Consultation Report to be included with the DCO application. The Stage 1 consultation has also informed the approach to statutory consultation (the 'Stage 2 Consultation'), which is summarised in Table 1 in this SoCC.

About SSE Thermal

- 2.5 SSE Thermal is part of the FTSE-listed SSE plc, one of the UK's largest and broadestbased energy companies, and the country's leading generator of renewable energy. Over the last 20 years, the SSE Group has invested over £20 billion to deliver industryleading offshore wind, onshore wind, Combined Cycle Gas Turbine ('CCGT'), energy from-waste, biomass, energy networks and gas storage projects.
- 2.6 SSE Thermal owns and operates Keadby Power Station, and is in the process of constructing Keadby 2 Power Station. Relevant experience as an operator and employer in the area has informed this SoCC along with experience carrying out consultation for the Keadby 2 CCGT, and statutory pre application consultation for the Ferrybridge 'D' CCGT DCO.

Guidance and Other Matters Relevant to the Proposed Developent

- 2.7 The following temporary regulations, guidance, advice, and local requirements have been considered in the preparation of this SoCC.
 - North Lincolnshire Council's Statement of Community Involvement (August 2018)



- Department for Communities and Local Government (DCLG): Planning Act 2008: Guidance on the pre-application process (Published March 2015).
- The Planning Inspectorate Advice Note Two: The role of local authorities in the development consent process (Published February 2015 Version 1 Advice Note 2)
- The Planning Inspectorate Advice Note Three: EIA consultation and notification (Republished August 2017, version 7).
- 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).
- The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished April 2012, version 2).
- The Coronavirus Act 2020 and related legislation including the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.
- Coronavirus related government guidance (frequently updated online at: <u>https://www.gov.uk/coronavirus</u>) including guidance for employees, employers and businesses (<u>https://www.gov.uk/government/publications/guidance-to-employers-</u> <u>and-businesses-about-covid-19</u>) and from the Planning Inspectorate (<u>https://www.gov.uk/guidance/coronavirus-covid-19-planning-inspectorate-guidance</u>).



3.0 THE KEADBY 3 LOW CARBON GAS 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 Proposed Development Site').
- 3.2 The low carbon CCGT power station will require natural gas, electricity and cooling water connections and will be designed to operate with post-combustion carbon capture and compression plant ('CCCP') installed such that the plant can be operated as a dispatchable low carbon generating station.
- 3.3 In our consultation documents, such as the Preliminary Environmental Impact 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 Proposed Development Site'.

Components of the Proposed Development

- 3.4 The Proposed Development is anticipated to comprise the following components.
 - a CCGT unit with integrated CCCP including compression equipment and associated equipment, pipework and utilities, control room, workshops, stores and gatehouse;
 - chemical storage facilities, other minor infrastructure and auxiliaries/ services (Proposed Power and Carbon Capture (PCC) Site);
 - natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site, including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
 - electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
 - electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment);
 - Water Connection Corridors including:
 - A water intake within the Stainforth and Keadby Canal (Canal Water Abstraction Option), or in the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for the Proposed Development, an intake to provide cooling and make-up water from the River Trent (River Water Abstraction Option); and
 - Disposal of used cooling water to the River Trent (Water Discharge Corridor); and
 - towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
 - AGI for connection to third party carbon dioxide export infrastructure including compression facilities;
 - new permanent access to the Proposed Development Site from the A18 and means of emergency access via Chapel Lane;
 - a new surface water drainage system;



 associated development including temporary construction and laydown areas, haul routes, landscaping and biodiversity areas, and boundary treatments.

Areas of the Proposed Development Site

3.5 The locations of the above components within the Proposed Development Site are shown in **Figure 1** below. These are indicative only and subject to a degree of change both prior to and following Stage 2 Consultation.

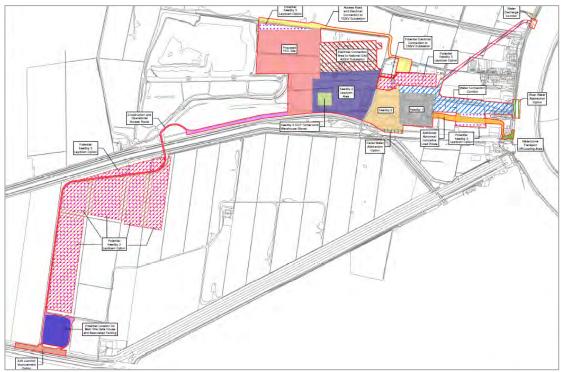
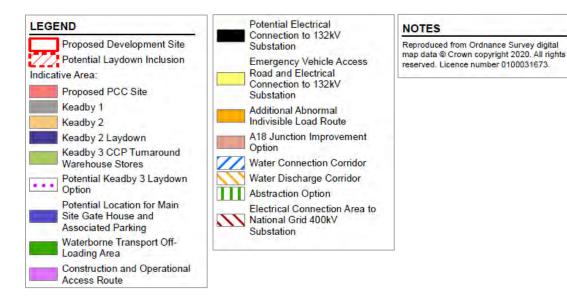


Figure 1 - Areas of the Proposed Development Site (Indicative and Subject to Change)





Environmental Impact Assessment

- 3.6 SSE Thermal 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.
- 3.7 The Proposed Development is subject to Environmental Impact Assessment ('EIA'), therefore this information will ultimately be combined into EIA Report that will form part of the DCO application. The scope of the EIA will be based on the Planning Inspectorate's 'Scoping Opinion' for the scheme which is available to view at: <u>https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/keadby-3-low-carbon-gas-power-station-project/</u>.
- 3.8 During our Stage 2 Consultation we will make available environmental information that will enable you to understand the initial findings of our assessments of likely significant environmental effects, how these have influenced design development and our approach to mitigating or avoiding significant effects. We will publish this in a Preliminary Environmental Information Report ('PEIR') available as an electronic document on our project website, or in hard copy on request (chargeable). A shorter 'Non-Technical Summary' document will also be available electronically, or in hard copy on request (non chargeable).

DCO Application and Examination Process

3.9 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 stakeholders²:

"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 more difficult to make changes once an application has been submitted;

enabling members of the public to influence proposed projects, feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any downsides;

helping local people understand the potential nature and local impact of the proposed project, with the potential to dispel misapprehensions at an early stage;

enabling applicants to obtain important information about the economic, social and environmental impacts of a scheme from consultees, which can help rule out unsuitable options;

enabling potential mitigating measures to be considered and, if appropriate, built into the project before an application is submitted; and

² Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 18



identifying ways in which the project could, without significant costs to promoters, support wider strategic or local objectives."

- 3.10 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 Business, Energy & Industrial Strategy ('BEIS'). SSE Thermal currently intends to submit an application for a DCO to PINS in Q1/Q2 2021.
- 3.11 If PINS determine that the application should be 'accepted' then PINS will make preparations for a public examination, which would likely be held in summer 2020 for a period of up to six months. Following the completion of the examination process 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.

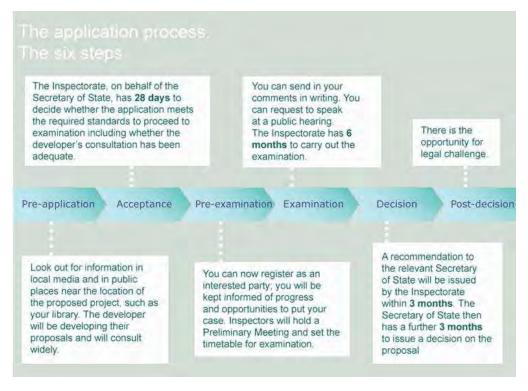


Figure 2 - Key steps in the DCO application process. © Planning Inspectorate

3.12 In deciding whether or not to approve the application, the SoS will have regard to the relevant National Policy Statements ('NPSs'), which set out the need for new energy infrastructure and the issues to be considered in determining such applications. These can be viewed at: <u>https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure</u>.



4.0 CORONAVIRUS AND THIS SOCC

- 4.1 The consultation on the Proposed Development has largely coincided with the COVID-19 pandemic ('coronavirus'), a public health emergency which has affected all parts of life in the UK. Of particular relevance to consultation, it has involved self-isolation of vulnerable sectors of the population, varying and extensive social distancing measures and prohibitions or advice against a wide range of gatherings, travels and economic and social activities.
- 4.2 It is appropriate that the SoCC assumes, as a precaution, that social distancing will vary in form and will span the entire pre-application period for the Proposed Development, along with the potential for recurrent prohibitions or advice against gatherings and some kinds of travel. This is because even if prohibitions cease, restrictions and/or reluctance could remain in vulnerable sectors (or all sectors) of the population, and this in turn has the potential to affect public perception, attendance, and fairness, of 'traditional' methods of consultation such as public exhibitions.
- 4.3 It is impossible for SSE Thermal to predict coronavirus restrictions within the SoCC or for government to routinely give advance warning of new restrictions. There remains however a legal requirement that the SoCC undergoes 28 days' statutory consultation with the local authority and that it is then publicised via statutory notices.
- 4.4 So that the SoCC is not out of date before it is published, and so that it can be relied on by local communities, SSE Thermal have decided to prepare **an adaptive SoCC**, giving certainty on the **activities** that it will carry out, but setting out a range of **methods** by which each activity could be carried out. SSE Thermal will then choose the most appropriate method(s) for each activity closer to the time of consultation, guided by the **consultation objectives** (overleaf).
- 4.5 Most of the consultation methods have been successfully deployed for the Stage 1 Consultation so major technical issues are not anticipated. The project team and supplier team is large and based locally as well as in different parts of the country and is capable of delivering the intended methods, although minor issues with delivery cannot be ruled out.
- 4.6 SSE Thermal also intends to provide longer consultation timescales, greater use of electronic methods, and a considerate approach to information provision, in response to coronavirus.
- 4.7 Certain regulations, guidance, and PINS advice, have been updated in response to coronavirus, and are referenced in paragraph 2.7 and Table 1 of this SoCC.



5.0 CONSULTATION OBJECTIVES

Overarching objectives

- 5.1 SSE Thermal has decided on the following objectives for consultation:
 - Raise awareness of the Proposed Development amongst local communities.
 - Provide demonstrably **fair**, **safe**, **and considerate opportunities** for local communities to engage with the Proposed Development.
 - Provide **accessible and relevant information** to local communities about the Proposed Development, including the technologies proposed, potential environmental impacts, and consultation and planning procedures.
 - **Consult at appropriate stages** in the development of the proposals.
 - **Obtain informed feedback** and demonstrate how the Proposed Development has taken account of consultation.

Consultation stages

- 5.2 Government guidance expects³ 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.
- 5.3 Many of the technical aspects of the Proposed Development are fixed by the Applicant (or fixed by the Applicant in discussion with technical consultees such as the Environment Agency). These include the use of the Applicant's land for the power station itself, the proposed generation capacity, the proposed technology/fuel choice, the type and length of connections and the type and location of termination points, the amount of land required for laydown and construction, the proposed maximum dimensions (height, width and length) of key buildings and items of plant (for example, the height of stacks to ensure dispersion), and proposing mitigation for significant predicted environmental impacts. While SSE Thermal will have regard to the views and information provided by local communities on these aspects, this is on the basis that they are unlikely to result in changes to the Proposed Development.
- 5.4 Government policy requires applicants for DCOs to demonstrate good design and where this may involve integrating connections, highway works, marine works, and environmental improvements into their surroundings, while minimising impacts on existing land uses and marine activities, and proposing measures in respect of non significant predicted environmental impacts. SSE Thermal will have regard to the views and information provided by local communities on these aspects on the basis that these could lead to improvements to the Proposed Development.
- 5.5 A two-stage consultation process has been chosen as follows, comprising a nonstatutory stage then a statutory stage, an approach that is recognised in the guidance⁴.

³ Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 55

⁴ Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 70



- Stage 1 Informal Consultation falling during but mainly after EIA scoping (from 22 June to 3 August 2020, a period of six weeks). This was carried out in accordance with a draft Consultation Strategy and set out the background to the Proposed Development, the technologies and fuels proposed, detailing why it is needed and how it accords with national policy, while consulting on the following:
 - SSE Thermal's proposals for the Site, including how the Proposed Development might look and operate.
 - Options being considered and how a final option would be selected.
 - The environmental assessment work carried out to date.
- Stage 2 Formal (Statutory) Consultation during Q4 2020 for eight weeks (therefore in excess of the statutory minimum of four weeks). The current intention is to carry this out from 25 November 2020 to 20 January 2021. This would be conducted in accordance with this SoCC, and will involve consultation on our proposed DCO application in accordance with the requirements of the PA 2008, and involve the local community, the relevant prescribed consultees and bodies (including technical and regulatory bodies), statutory undertakers, and local authorities, and those persons with an interest in the land required for the project⁵. The consultation would include:
 - Details of SSE Thermal's revised proposals (taking account of Stage 1 Consultation) including how the Proposed Development Site will look and operate.
 - The Preliminary Environmental Information (PEI) compiled.
 - SSE Thermal's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.

Who we will consult?

- 5.6 SSE Thermal intends to consult all people, businesses, community organisations, local authorities, and political representatives in the vicinity of the Proposed Development Site.
- 5.7 A consultation zone based approach is proposed, comprising an 'Inner Zone' and an 'Outer Zone'. The consultation **methods** will vary for each zone.
- 5.8 The Inner Zone extends to around 2.5km around the boundary of the Proposed Development Site, broadly corresponding to the areas within which the Proposed Development may be visually prominent, or could experience a perceptible temporary or ongoing increase in noise or traffic.
- 5.9 The Outer Zone will extend to around 10km around the boundary of the Proposed Development Site and broadly corresponds to the majority of the zone of theoretical visibility ('ZTV') estimated for the Proposed Development based on the maximum built dimensions of the main items of plant and the stacks. It also corresponds to the area which could (without mitigation) experience air quality, traffic or socioeconomic effects or be interested in but unaffected by the Proposed Development.

⁵ In accordance with Sections 42 and 47 of the Planning Act 2008 (as amended)



5.10 The same size of consultation zones were used for the Stage 1 Consultation and have been reviewed, but are considered to remain appropriate. As **Figure 3** shows, the Inner Zone therefore encloses Gunness, Althorpe, Burringham, Ealand and Amcotts. It has been extended manually to cover a larger area (the entire Axholme North ward) in view of the limited visual separation between this area and the Proposed Development Site. The Outer Zone encloses Scunthorpe, Epworth, Belton, and Burton upon Stather.

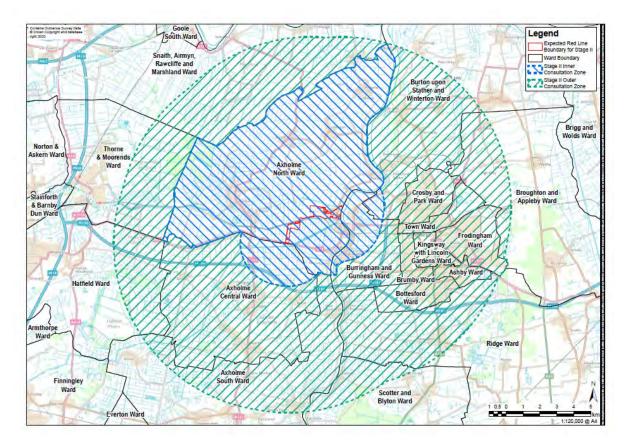


Figure 3 - Zones for Stage 2 Consultation



6.0 HOW WE WILL CONSULT

- 6.1 The consultation **activities** and the **potentially available methods** for each, are set out in Table 1.
- 6.2 SSE Thermal will seek to use the **intended methods**. However, these are subject to change by SSE Thermal or third parties (whether during or following consultation on this SoCC, or during the consultation period) in light of the latest coronavirus related restrictions and other relevant considerations.
- 6.3 In instances where a method is changed by SSE Thermal, regard will be had to the consultation **objectives** (see paragraph 4.1).
- 6.4 The **consultation documents** that will be made available during the Stage 2 Consultation will include:
 - The published Statement of Community Consultation (i.e. resulting from this draft document).
 - A community newsletter.
 - The Preliminary Environmental Information Report ('PEIR') and its Non-Technical Summary ('NTS');
 - A plan showing the location of the Proposed Development Site.



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
Initial contact with host local authority planning officers.	Email/telephone leading to web meeting.	SSE Thermal ('SSE') made contact with officers at North Lincolnshire Council prior to EIA Scoping, outlining the Proposed Development and the intended timescales.	Formal consultation will be carried out on the Statement of Community Consultation ('SoCC') for the statutory 28 day period.
Initial contact with local political representatives.	Email/telephone leading to web meeting.	SSE made contact with local councillors, parish councils and Members of Parliament between 11- 14 May 2020, outlining the Proposed Development and the intended timescales.	SSE will make contact with local councillors, parish councils and Members of Parliament in advance of the start of consultation.
Defining and publicising start and end dates for each stage of consultation.	There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.	The Stage 1 Consultation ran from 22 June 2020 to 3 August 2020, a period of 6 weeks.	A period of 8 weeks from 25 November to 20 January.
Publicising Stage 1 Consultation to local communities	Mailout to the Inner Zone.	An 8-page newsletter was twice posted to properties within the Inner Consultation Zone and included a freepost survey response form.	The same Inner Zone is proposed, and a newsletter will again be used. This will include a more detailed freepost survey response form, and will give details of further information sources/consultation methods (see below).
	Notices/advertorials in newspapers or existing local newsletters circulating in the	Newspaper advertisements were posted in the Scunthorpe Telegraph,	The same Outer Zone is proposed. Statutory notices (both SoCC notices

Table 1 - Consultation Activities and Intended Methods



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
	Inner and Outer Zones.	the Goole, Selby and Epworth Times, and the Doncaster Free Press on 25 June 2020 and 2 July 2020.	and S48 notices) will be placed in local newspapers (including the Scunthorpe Telegraph for the S48 notice, and this plus the Goole, Selby and Epworth Times, and the Doncaster Free Press for the SoCC notice) for at least the statutory number of insertions and timings. Some insertions of the SoCC notice will be full page and include details of the project website and key consultation methods.
	Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone.	Public posters were posted later in the consultation period.	Public posters will be used if practical to do so.
	Electronic notices or hyperlinked information from the local authority website.	This was not felt to be necessary.	This will be carried out if requested by North Lincolnshire Council.
	Google Ads or similar (aimed at local IP addresses – Inner and Outer Zones)	Google Ads were used to target local IP addresses (within around 17km) with simple messaging and link through to the virtual public exhibition. Statistics showed 28% of the traffic to our virtual exhibition came from these ads.	We intend to increase usage of this at Stage 2 Consultation and use it at several points.



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
	Radio advertising throughout Inner and Outer Zone.	This was not felt to be necessary.	This is not felt to be necessary given the range of other methods used and the traffic received from these at Stage 1 Consultation.
	Social media (e.g. SSE Thermal Twitter account and LinkedIn; Facebook; existing area-based Facebook groups or other platforms) in Inner and Outer Zone.	Use was made of SSE Thermal's Twitter account with posts making people aware of the Stage 1 Consultation. A 'corporate' posting on local/community social media platforms or pages was felt unlikely to be appropriate, or necessary in light of the other methods deployed.	We intend to increase usage of Twitter at Stage 2 Consultation, subject to activity elsewhere in the SSE group also being publicised via Twitter.
	Project mailing list.	At this stage, no mailing list had been compiled as the Proposed Development had not been publicised extensively. The survey response form asked if the respondent would like to sign up for occasional updates, and a number of respondents entered their details (e-mail or postal) in response.	The mailing list compiled from the Stage 1 survey response forms will be contacted with key information about the consultation, both electronically and by post depending on the details they provided.
Brief local political representatives (MPs, ward councillors,	Normally a series of 1-on-1 meetings before/at the public information event or at the organisation's premises.	Due to coronavirus restrictions at the time it remained unfeasible to hold 1-on-1 meetings.	This is likely to remain impractical but they will be provided with contact details for the project team when we contact them in advance.
parish councillors) in	Web or telephone-based meeting with the	In addition to the meeting held with local representatives on 28 May	



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
the Inner and the Outer Zones. A similar approach is adopted for existing local groups.	project team. This could potentially be done on a grouped basis (e.g. per topic).	2020, a web meeting was held with Keadby Parish Council on 11 June 2020.	We intend to offer a webinar to Keadby Parish Council early in the consultation period.
Display information in public via an exhibition with clear information and project team members on hand to answer questions	This is normally a physical exhibition held in both the Inner and the Outer Zone.	Due to coronavirus restrictions at the time it remained unfeasible to hold public exhibitions.	SSE Thermal has carefully considered the merits of offering a small number of physical meetings, in addition to online/remote methods. We have decided that in view of the increasing restrictions on gatherings and movement, and our responsibilities towards the communities in which we operate, it is not appropriate to arrange physical events.
	A virtual exhibition can be used as we did for Stage I Consultation (see <u>https://keadby3.consultation.ai/?aecomstaging</u>). This is being successfully used on other infrastructure projects including by public authorities.	A virtual public exhibition remained open during the consultation period. Statistics showed over 100 people viewed each consultation banner, which is a greater number than normally attend a series of physical exhibitions (based on our experience in the area and on other thermal projects such as Ferrybridge D in Yorkshire). A privacy notice was displayed in the exhibition.	A proven and lower risk alternative exists in the virtual exhibition tool deployed at Stage 1 Consultation. This will be supplemented with webinar presentations on dates advertised in advance (see below). The virtual exhibition will include more information than the Stage 1 version, and is likely to also contain more visual information and introductory information about project



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
		Accessibility was considered in its development including through testing with relevant professionals in the SSE group.	team members. A privacy notice will be displayed in the exhibition and accessibility needs will be considered in the development of the exhibition. The URL will be <u>https://keadby3.consultation.ai/</u> .
Depositing consultation documents in a public place for people to use as a reference source.	Physical deposit locations at local libraries, council offices, leisure centres or other public venues in the Inner and Outer Zones.	Due to coronavirus restrictions it remained unfeasible to deposit physical documents in the local area. Subsequent temporary government regulations ⁶ have removed the obligation for statutory consultation exercises to deposit documents, suggesting it is also not necessary for a non statutory consultation exercise.	This requirement is temporarily suspended under government coronavirus regulations. We do not intend to deposit physical copies of documents in public locations due to the inherent risks in providing shared paper copies and the widespread difficulties and reluctance in relation to accessing public venues due to coronavirus.
	Provision of free USB sticks, or paper copies of documents.	The documents were modest in size and no further documents were added to the Stage 1 Consultation and therefore USB sticks were not required.	SSE will provide a free USB stick containing the consultation documents, or a free of charge paper copy of the consultation documents (except the PEIR itself, paper copies of which will be chargeable), on request.
Web presence	Project website and project e-mail address	A project website was created and remained live long after the Stage 1	The project website (www.ssethermal.com/keadby3) will

⁶ The Infrastructure Planning (Publication and Notification of Applications etc.) (Coronavirus) (Amendment) Regulations 2020, available at: <u>https://www.legislation.gov.uk/uksi/2020/764/contents/made</u>



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
		Consultation had ceased. A project e-mail address was also created and remained in use through the Stage 1 Consultation.	be updated and will include a privacy notice. The project e-mail address remains live (consultation@keadby3.co.uk).
		Provision of statutory consultation documents on a project website was subsequently made mandatory under the temporary regulations referred to above.	
Acknowledging feedback and responding to information requests where necessary and feasible to do so.	Pertinent comments are responded to where possible and relevant to do so, via the method the sender requests, i.e. letter or e-mail.	The live chat featured on the project website was live on four, spaced out dates during the consultation. This was rarely used, despite trying various setups and engagement methods. For e-mailed and questionnaire queries, rather than autoreplies, bespoke responses were sent to those who wrote to the project email address, as modest numbers of these were received.	Live chat will not be used; however, we intend to use a 'ticket' system which will allow people to submit a query via the virtual exhibition page. The applicant will endeavour to reply where it is clear that a response is required and feasible, taking into account the level of responses received.
	Surgeries or Q&A sessions (remote).	As the information presented was non-technical such surgeries or remote Q&A sessions were not held during the Stage 1 Consultation.	Webinars (i.e. web based presentations with Q&A sessions) are proposed, covering a range of pertinent topics for 30-40 minutes and a 20-30 minute Q&A session at the end. These will be delivered by members of the project team. Dates will be advertised in advance. We



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
	Providing a telephone number for local communities to request information from the project team.	A freephone telephone number (voicemail based) was provided to receive queries/information requests. No calls were noted. Subsequently the provision of a telephone number was made mandatory for statutory PA 2008 consultations under the temporary regulations referred to above.	 intend to offer four webinars in early December (around two weeks after consultation starts), and two in early January (around one week before consultation closes). The applicant will consider requests for further webinars in light of circumstances at the time. The freephone telephone number (voicemail based) will be available to receive queries/information requests, in line with the latest regulations. The number is the same as used at Stage 1 (0800 211 8194).



APPENDIX 7.5: REMINDER EMAIL TO NLC

Dear Andrew

I hope you are well. As a courtesy could I mention that there is one week remaining to provide any comments you may have on the draft Statement of Community Consultation (SoCC) for the Keadby 3 Low Carbon Gas Power Station Project.

I look forward to hearing from you.

Kind regards

Colin

From: Colin Turnbull
Sent: 13 October 2020 16:56
To: 'Andrew Law' <Andrew.Law@northlincs.gov.uk>
Cc: Rob Booth <rob.booth@dwdllp.com>; Geoff Bullock <geoff.bullock@dwdllp.com>
Subject: Section 47(2) & (3) Planning Act 2008 - Consultation on Draft SoCC for Keadby 3 [Filed 13 Oct 2020 16:56]

Dear Andrew

Please find attached the draft Statement of Community Consultation (SoCC) for the Keadby 3 Low Carbon Gas Power Station Project. This sets out our proposed consultation approach for Stage 2 consultation, 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 Wednesday 11 November 2020**.

Additionally, if you would like to talk through anything please do not hesitate to give me a ring (mobile best). It would also be helpful to have contact details for your website manager to see whether it is possible to add a hyperlink and a sentence of text on the NLC planning web page to link to our online consultation exhibition for 8 weeks (this is referenced tentatively in table 1 in the SoCC which is similar to the table I shared a short while back).

Kind regards Colin Turnbull BSc (Hons) MSc MRTPI Senior Associate

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

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APPENDIX 7.6: FINAL SOCC



The Keadby 3 Low Carbon Gas Power Station Project

Planning Inspectorate Ref: EN010114

The Keadby 3 Low-Carbon Gas 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

> SSE Generation Limited Date: November 2020



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Signed	СТ	Date	12.11.20
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GLOSSARY

Abbreviation	Description	
AGI	Above Ground Installation	
BEIS	Business, Energy & Industrial Strategy (government department)	
CCGT	Combined Cycle Gas Turbine	
CCCP	Carbon capture and compression plant	
COVID-19	Coronavirus Disease 2019	
DCLG	Department for Communities and Local Government	
DCO	Development Consent Order	
EIA	Environmental Impact Assessment	
MHCLG	Ministry of Housing, Communities and Local Government	
MWe	Megawatts electrical	
NLC	North Lincolnshire Council	
NTS	Non Technical Summary	
PA 2008	Planning Act 2008	
PCC	Power and Carbon Capture	
PEIR	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	



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1.0 INTRODUCTION

- 1.1 SSE Generation Limited ('SSE Thermal' or 'the Applicant') is proposing to develop a new low carbon gas fired power station and associated development including electrical and cooling water connections (together 'the Project' or 'the Proposed Development') at Keadby, near Scunthorpe in North Lincolnshire. The Proposed Development will be known as Keadby 3.
- 1.2 The Proposed Development will be located within the administrative boundary of North Lincolnshire Council ('NLC').
- 1.3 The power station will generate in excess of 50 megawatts ('MWe') and will therefore be a nationally significant infrastructure project. SSE Thermal will require a Development Consent Order ('DCO') under the Planning Act 2008.
- 1.4 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 Thermal must apply to the Planning Inspectorate ('PINS') for a DCO. PINS will carry out an examination of the application on behalf of the Secretary of State, who will then make the final decision on the application.
- 1.5 The SoCC has been prepared with reference to guidance¹ published by the Ministry of Housing of Communities & Local Government (MHCLG) or its predecessor departments, as well the PINS advice notes and NLC's Statement of Community Involvement.
- 1.6 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 3. It is therefore important that you let SSE Thermal 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.

¹ Planning Act 2008: guidance on the pre-application process, 2015. Retrieved from:

https://www.gov.uk/government/publications/guidance-on-the-pre-application-process-for-major-infrastructure-projects



2.0 GENERAL APPROACH TO CONSULTATION

- 2.1 Before applying for a DCO, SSE Thermal 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 Thermal 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 Thermal 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 SSE Thermal generally adopts a two-stage approach to its pre-application consultation on major projects. Accordingly, a stage of non-statutory consultation (the 'Stage 1 Consultation') was undertaken in June, July and August 2020. This has influenced the development of the proposals, which will be described in the Consultation Report to be included with the DCO application. The Stage 1 consultation has also informed the approach to statutory consultation (the 'Stage 2 Consultation'), which is summarised in Table 1 in this SoCC.

About SSE Thermal

- 2.5 SSE Thermal is part of the FTSE-listed SSE plc, one of the UK's largest and broadestbased energy companies, and the country's leading generator of renewable energy. Over the last 20 years, the SSE Group has invested over £20 billion to deliver industryleading offshore wind, onshore wind, Combined Cycle Gas Turbine ('CCGT'), energy from-waste, biomass, energy networks and gas storage projects.
- 2.6 SSE Thermal owns and operates Keadby Power Station, and is in the process of constructing Keadby 2 Power Station. Relevant experience as an operator and employer in the area has informed this SoCC along with experience carrying out consultation for the Keadby 2 CCGT, and statutory pre application consultation for the Ferrybridge 'D' CCGT DCO.

Guidance and Other Matters Relevant to the Proposed Development

- 2.7 The following temporary regulations, guidance, advice, and local requirements have been considered in the preparation of this SoCC.
 - North Lincolnshire Council's Statement of Community Involvement (August 2018)



- Department for Communities and Local Government (DCLG): Planning Act 2008: Guidance on the pre-application process (Published March 2015).
- The Planning Inspectorate Advice Note Two: The role of local authorities in the development consent process (Published February 2015 Version 1 Advice Note 2)
- The Planning Inspectorate Advice Note Three: EIA consultation and notification (Republished August 2017, version 7).
- 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).
- The Planning Inspectorate Advice Note Fourteen: Compiling the consultation report (Republished April 2012, version 2).
- The Coronavirus Act 2020 and related legislation including the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.
- Coronavirus related government guidance (frequently updated online at: <u>https://www.gov.uk/coronavirus</u>) including guidance for employees, employers and businesses (<u>https://www.gov.uk/government/publications/guidance-to-employers-</u> <u>and-businesses-about-covid-19</u>) and from the Planning Inspectorate (<u>https://www.gov.uk/guidance/coronavirus-covid-19-planning-inspectorate-guidance</u>).



3.0 THE KEADBY 3 LOW CARBON GAS 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 Proposed Development Site').
- 3.2 The low carbon CCGT power station will require natural gas, electricity and cooling water connections and will be designed to operate with post-combustion carbon capture and compression plant ('CCP') installed such that the plant can be operated as a dispatchable low carbon generating station.
- 3.3 In our consultation documents, such as the Preliminary Environmental Impact 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 Proposed Development Site'.

Components of the Proposed Development

- 3.4 The Proposed Development is anticipated to comprise the following components.
 - a carbon capture enabled power station, comprising a Combined Cycle Gas Turbine ('CCGT') with integrated cooling infrastructure and Carbon Capture Plant ('CCP'), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, a permanent laydown and turnaround area for maintenance, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the 'Proposed Power and Carbon Capture ('PCC') Site');
 - a natural gas pipeline from the existing National Grid Gas ('NGG') high pressure gas pipeline within the Project Site to supply the Proposed PCC Site, including an above ground installation ('AGI') for both NGG's and the Applicant's apparatus ('Gas Connection Corridor');
 - electrical connection works to and from the existing National Grid 400kV Substation ('Electrical Connection Area to National Grid 400kV Substation') for the export of electricity;
 - an electrical connection from the existing Northern Powergrid 132kV Substation ('Potential Electrical Connection to Northern Powergrid 132kV Substation') for supply of power to the PCC Site during start-up);
 - water connection corridors, including:
 - a water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency ('Canal Water Abstraction Option');
 - in the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for Keadby 3, an intake to provide cooling and make-up water from the River Trent ('River Water Abstraction Option');
 - o disposal of used cooling water to the River Trent ('Water Discharge Corridor');



- towns water connection pipeline from existing water supply within the Keadby Power Station Site for potable water;
- an AGI for connection to third party CO2 export infrastructure, including compression facilities;
- permanent access to the Project Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;
- a new surface water drainage system comprising pond(s) and/or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - site preparation works;
 - o pipeline and cable connections between parts of the Project Site;
 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - o gatehouses, security and fencing; and
 - o lighting.

Areas of the Proposed Development Site

3.5 The locations of the above components within the Proposed Development Site are shown in **Figure 1** below. These are indicative only and subject to a degree of change both prior to and following Stage 2 Consultation.



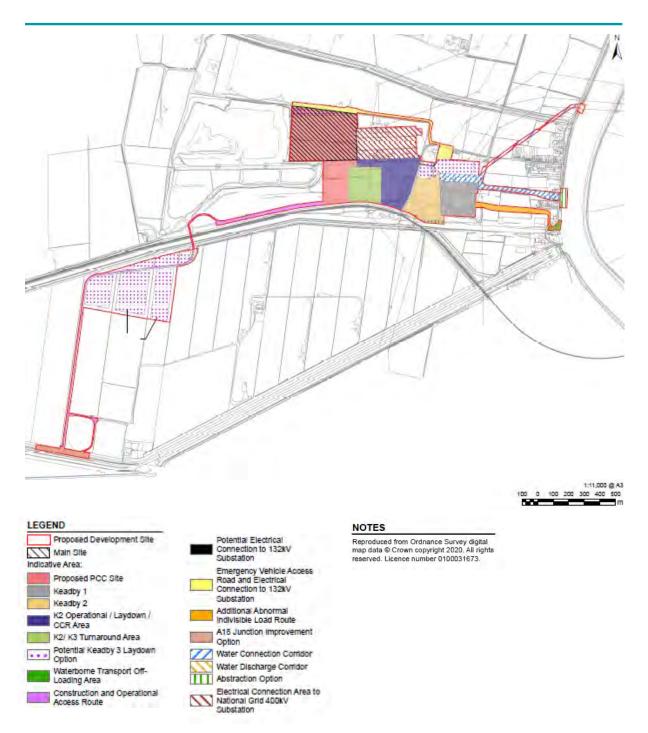


Figure 1 - Areas of the Proposed Development Site (Indicative and Subject to Change)



Environmental Impact Assessment

- 3.6 SSE Thermal 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.
- 3.7 The Proposed Development is subject to Environmental Impact Assessment ('EIA'), therefore this information will ultimately be combined into EIA Report that will form part of the DCO application. The scope of the EIA will be based on the Planning Inspectorate's 'Scoping Opinion' for the scheme which is available to view at: <u>https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/keadby-3-low-carbon-gas-power-station-project/.</u>
- 3.8 During our Stage 2 Consultation we will make available environmental information that will enable you to understand the initial findings of our assessments of likely significant environmental effects, how these have influenced design development and our approach to mitigating or avoiding significant effects. We will publish this in a Preliminary Environmental Information Report ('PEIR') available as an electronic document on our project website, or in hard copy on request (chargeable). A shorter 'Non-Technical Summary' document will also be available electronically, or in hard copy on request (non chargeable).

DCO Application and Examination Process

3.9 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 stakeholders²:

"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 more difficult to make changes once an application has been submitted;

enabling members of the public to influence proposed projects, feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any downsides;

helping local people understand the potential nature and local impact of the proposed project, with the potential to dispel misapprehensions at an early stage;

enabling applicants to obtain important information about the economic, social and environmental impacts of a scheme from consultees, which can help rule out unsuitable options;

enabling potential mitigating measures to be considered and, if appropriate, built into the project before an application is submitted; and

² Department for Communities and Local Government, "Planning Act 2008: Guidance on the preapplication process", (March 2015): paragraph 18



identifying ways in which the project could, without significant costs to promoters, support wider strategic or local objectives."

- 3.10 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 Business, Energy & Industrial Strategy ('BEIS'). SSE Thermal currently intends to submit an application for a DCO to PINS in Q1/Q2 2021.
- 3.11 If PINS determine that the application should be 'accepted' then PINS will make preparations for a public examination, which would likely be held in summer 2020 for a period of up to six months. Following the completion of the examination process 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.

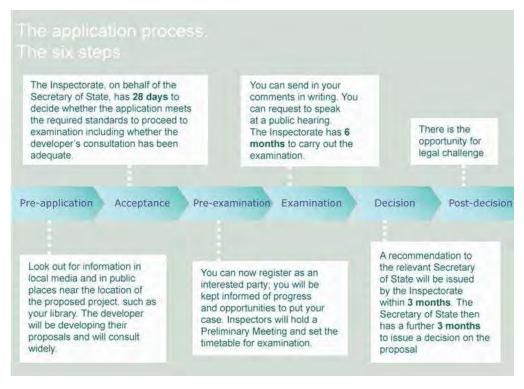


Figure 2 - Key steps in the DCO application process. © Planning Inspectorate

3.12 In deciding whether or not to approve the application, the SoS will have regard to the relevant National Policy Statements ('NPSs'), which set out the need for new energy infrastructure and the issues to be considered in determining such applications. These can be viewed at: <u>https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure</u>.



4.0 CORONAVIRUS AND THIS SOCC

- 4.1 The consultation on the Proposed Development has largely coincided with the COVID-19 pandemic ('coronavirus'), a public health emergency which has affected all parts of life in the UK. Of particular relevance to consultation, it has involved self-isolation of vulnerable sectors of the population, varying and extensive social distancing measures and prohibitions or advice against a wide range of gatherings, travels and economic and social activities.
- 4.2 It is appropriate that the SoCC assumes, as a precaution, that social distancing will vary in form and will span the entire pre-application period for the Proposed Development, along with the potential for recurrent prohibitions or advice against gatherings and some kinds of travel. This is because even if prohibitions cease, restrictions and/or reluctance could remain in vulnerable sectors (or all sectors) of the population, and this in turn has the potential to affect public perception, attendance, and fairness, of 'traditional' methods of consultation such as public exhibitions.
- 4.3 It is impossible for SSE Thermal to predict coronavirus restrictions within the SoCC or for government to routinely give advance warning of new restrictions. There remains however a legal requirement that the SoCC undergoes 28 days' statutory consultation with the local authority and that it is then publicised via statutory notices.
- 4.4 So that the SoCC is not out of date before it is published, and so that it can be relied on by local communities, SSE Thermal have decided to prepare **an adaptive SoCC**, giving certainty on the **activities** that it will carry out, but setting out a range of **methods** by which each activity could be carried out. SSE Thermal will then choose the most appropriate method(s) for each activity closer to the time of consultation, guided by the **consultation objectives** (overleaf).
- 4.5 Most of the consultation methods have been successfully deployed for the Stage 1 Consultation so major technical issues are not anticipated. The project team and supplier team is large and based locally as well as in different parts of the country and is capable of delivering the intended methods, although minor issues with delivery cannot be ruled out.
- 4.6 SSE Thermal also intends to provide longer consultation timescales, greater use of electronic methods, and a considerate approach to information provision, in response to coronavirus.
- 4.7 Certain regulations, guidance, and PINS advice, have been updated in response to coronavirus, and are referenced in paragraph 2.7 and Table 1 of this SoCC.



5.0 CONSULTATION OBJECTIVES

Overarching objectives

- 5.1 SSE Thermal has decided on the following objectives for consultation:
 - Raise awareness of the Proposed Development amongst local communities.
 - Provide demonstrably **fair**, **safe**, **and considerate opportunities** for local communities to engage with the Proposed Development.
 - Provide **accessible and relevant information** to local communities about the Proposed Development, including the technologies proposed, potential environmental impacts, and consultation and planning procedures.
 - **Consult at appropriate stages** in the development of the proposals.
 - **Obtain informed feedback** and demonstrate how the Proposed Development has taken account of consultation.

Consultation stages

- 5.2 Government guidance expects³ 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.
- 5.3 Many of the technical aspects of the Proposed Development are fixed by the Applicant (or fixed by the Applicant in discussion with technical consultees such as the Environment Agency). These include the use of the Applicant's land for the power station itself, the proposed generation capacity, the proposed technology/fuel choice, the type and length of connections and the type and location of termination points, the amount of land required for laydown and construction, the proposed maximum dimensions (height, width and length) of key buildings and items of plant (for example, the height of stacks to ensure dispersion), and proposing mitigation for significant predicted environmental impacts. While SSE Thermal will have regard to the views and information provided by local communities on these aspects, this is on the basis that they are unlikely to result in changes to the Proposed Development.
- 5.4 Government policy requires applicants for DCOs to demonstrate good design and where this may involve integrating connections, highway works, marine works, and environmental improvements into their surroundings, while minimising impacts on existing land uses and marine activities, and proposing measures in respect of non-significant predicted environmental impacts. SSE Thermal will have regard to the views and information provided by local communities on these aspects on the basis that these could lead to improvements to the Proposed Development.
- 5.5 A two-stage consultation process has been chosen as follows, comprising a nonstatutory stage then a statutory stage, an approach that is recognised in the guidance⁴.
 - **Stage 1 Informal Consultation** falling during but mainly after EIA scoping (from 22 June to 3 August 2020, a period of six weeks). This was carried out in accordance

³ Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 55

⁴ Department for Communities and Local Government, "Planning Act 2008: Guidance on the pre-application process", (March 2015): paragraph 70



with a draft Consultation Strategy and set out the background to the Proposed Development, the technologies and fuels proposed, detailing why it is needed and how it accords with national policy, while consulting on the following:

- SSE Thermal's proposals for the Site, including how the Proposed Development might look and operate.
- Options being considered and how a final option would be selected.
- The environmental assessment work carried out to date.
- Stage 2 Formal (Statutory) Consultation during Q4 2020 for eight weeks (therefore in excess of the statutory minimum of four weeks). The current intention is to carry this out from 25 November 2020 to 20 January 2021. This would be conducted in accordance with this SoCC, and will involve consultation on our proposed DCO application in accordance with the requirements of the PA 2008, and involve the local community, the relevant prescribed consultees and bodies (including technical and regulatory bodies), statutory undertakers, and local authorities, and those persons with an interest in the land required for the project⁵. The consultation would include:
 - Details of SSE Thermal's revised proposals (taking account of Stage 1 Consultation) including how the Proposed Development Site will look and operate.
 - The Preliminary Environmental Information (PEI) compiled.
 - SSE Thermal's emerging proposals for avoiding, minimising and/or mitigating any significant environmental or community effects likely to arise.

Who we will consult?

- 5.6 SSE Thermal intends to consult all people, businesses, community organisations, local authorities, and political representatives in the vicinity of the Proposed Development Site.
- 5.7 A consultation zone-based approach is proposed, comprising an 'Inner Zone' and an 'Outer Zone'. The consultation **methods** will vary for each zone.
- 5.8 The Inner Zone extends to around 2.5km around the boundary of the Proposed Development Site, broadly corresponding to the areas within which the Proposed Development may be visually prominent, or could experience a perceptible temporary or ongoing increase in noise or traffic.
- 5.9 The Outer Zone will extend to around 10km around the boundary of the Proposed Development Site and broadly corresponds to the majority of the zone of theoretical visibility ('ZTV') estimated for the Proposed Development based on the maximum built dimensions of the main items of plant and the stacks. It also corresponds to the area which could (without mitigation) experience air quality, traffic or socioeconomic effects or be interested in but unaffected by the Proposed Development.
- 5.10 The same size of consultation zones were used for the Stage 1 Consultation and have been reviewed, but are considered to remain appropriate. As **Figure 3** shows, the Inner Zone therefore encloses Gunness, Althorpe, Burringham, Ealand and Amcotts. It

⁵ In accordance with Sections 42 and 47 of the Planning Act 2008 (as amended)



has been extended manually to cover a larger area (the entire Axholme North ward) in view of the limited visual separation between this area and the Proposed Development Site. The Outer Zone encloses Scunthorpe, Epworth, Belton, and Burton upon Stather.

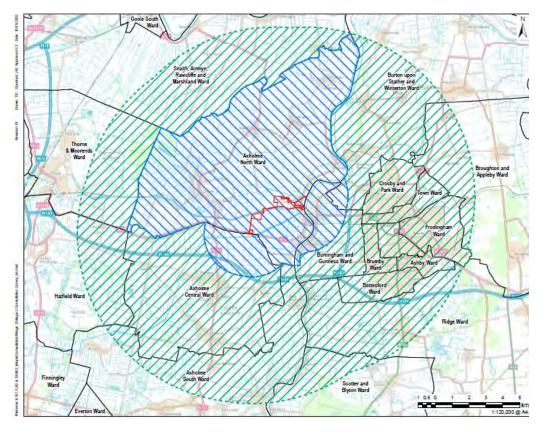


Figure 3 - Zones for Stage 2 Consultation



6.0 HOW WE WILL CONSULT

- 6.1 The consultation **activities** and the **potentially available methods** for each, are set out in Table 1.
- 6.2 SSE Thermal will seek to use the **intended methods**. However, these are subject to change by SSE Thermal or third parties (whether during or following consultation on this SoCC, or during the consultation period) in light of the latest coronavirus related restrictions and other relevant considerations.
- 6.3 In instances where a method is changed by SSE Thermal, regard will be had to the consultation **objectives** (see paragraph 4.1).
- 6.4 The **consultation documents** that will be made available during the Stage 2 Consultation will include:
 - The published Statement of Community Consultation (i.e. resulting from this draft document).
 - A community newsletter.
 - The Preliminary Environmental Information Report ('PEIR') and its Non-Technical Summary ('NTS');
 - A plan showing the location of the Proposed Development Site.



Table 1 - Consultation	Activities and	Intended	Methods
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Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
Initial contact with host local authority planning officers.	Email/telephone leading to web meeting.	SSE Thermal ('SSE') made contact with officers at North Lincolnshire Council prior to EIA Scoping, outlining the Proposed Development and the intended timescales.	Formal consultation will be carried out on the Statement of Community Consultation ('SoCC') for the statutory 28 day period.
Initial contact with local political representatives.	Email/telephone leading to web meeting.	SSE made contact with local councillors, parish councils and Members of Parliament between 11- 14 May 2020, outlining the Proposed Development and the intended timescales.	SSE will make contact with local councillors, parish councils and Members of Parliament in advance of the start of consultation.
Defining and publicising start and end dates for each stage of consultation.	There is no minimum period, however, four weeks has been adopted on previous comparable projects, and should be clearly publicised in advance and throughout the period.	The Stage 1 Consultation ran from 22 June 2020 to 3 August 2020, a period of 6 weeks.	A period of 8 weeks from 25 November to 20 January.
Publicising Stage 1 Consultation to local communities	Mailout to the Inner Zone.	An 8-page newsletter was twice posted to properties within the Inner Consultation Zone and included a freepost survey response form.	The same Inner Zone is proposed, and a newsletter will again be used. This will include a more detailed freepost survey response form, and will give details of further information sources/consultation methods (see below).
	Notices/advertorials in newspapers or existing local newsletters circulating in the	Newspaper advertisements were posted in the Scunthorpe Telegraph, the Goole, Selby and Epworth	The same Outer Zone is proposed. Statutory notices (both SoCC notices and S48 notices) will be placed in



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
	Inner and Outer Zones.	Times, and the Doncaster Free Press on 25 June 2020 and 2 July 2020.	local newspapers (including the Scunthorpe Telegraph for the S48 notice, and this plus the Goole, Selby and Epworth Times, and the Doncaster Free Press for the SoCC notice) for at least the statutory number of insertions and timings. Some insertions of the SoCC notice will be full page and include details of the project website and key consultation methods.
	Public notices in well visited locations (noticeboards, shop windows, park gates) in the Inner Zone.	Public posters were posted later in the consultation period.	Public posters will be used if practical to do so.
	Electronic notices or hyperlinked information from the local authority website.	This was not felt to be necessary.	This will be carried out if requested by North Lincolnshire Council.
	Google Ads or similar (aimed at local IP addresses – Inner and Outer Zones)	Google Ads were used to target local IP addresses (within around 17km) with simple messaging and link through to the virtual public exhibition. Statistics showed 28% of the traffic to our virtual exhibition came from these ads.	We intend to increase usage of this at Stage 2 Consultation and use it at several points.
	Radio advertising throughout Inner and Outer Zone.	This was not felt to be necessary.	This is not felt to be necessary given the range of other methods used and



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
			the traffic received from these at Stage 1 Consultation.
	Social media (e.g. SSE Thermal Twitter account and LinkedIn; Facebook; existing area-based Facebook groups or other platforms) in Inner and Outer Zone.	Use was made of SSE Thermal's Twitter account with posts making people aware of the Stage 1 Consultation. A 'corporate' posting on local/community social media platforms or pages was felt unlikely to be appropriate, or necessary in light of the other methods deployed.	We intend to increase usage of Twitter at Stage 2 Consultation, subject to activity elsewhere in the SSE group also being publicised via Twitter.
	Project mailing list.	At this stage, no mailing list had been compiled as the Proposed Development had not been publicised extensively. The survey response form asked if the respondent would like to sign up for occasional updates, and a number of respondents entered their details (e-mail or postal) in response.	The mailing list compiled from the Stage 1 survey response forms will be contacted with key information about the consultation, both electronically and by post depending on the details they provided.
Brief local political representatives (MPs, ward councillors,	Normally a series of 1-on-1 meetings before/at the public information event or at the organisation's premises.	Due to coronavirus restrictions at the time it remained unfeasible to hold 1-on-1 meetings.	This is likely to remain impractical but they will be provided with contact details for the project team when we contact them in advance.
parish councillors) in the Inner and the Outer	Web or telephone-based meeting with the project team. This could potentially be done on a grouped basis (e.g. per topic).	In addition to the meeting held with local representatives on 28 May 2020, a web meeting was held with	We intend to offer a webinar to Keadby Parish Council early in the consultation period.



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
Zones. A similar approach is adopted for existing local groups.		Keadby Parish Council on 11 June 2020.	
Display information in public via an exhibition with clear information and project team members on hand to answer questions	lay This is normally a physical exhibition held Due to coronavirus restrictions at the mation in in both the Inner and the Outer Zone. Due to coronavirus restrictions at the c via an both the Inner and the Outer Zone. Due to coronavirus restrictions at the pition with both the Inner and the Outer Zone. Due to coronavirus restrictions at the mation and both the Inner and the Outer Zone. both the Inner and the Outer Zone. mation and both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inner and the Outer Zone. both the Inn	SSE Thermal has carefully considered the merits of offering a small number of physical meetings, in addition to online/remote methods. We have decided that in view of the increasing restrictions on gatherings and movement, and our responsibilities towards the communities in which we operate, it is not appropriate to arrange physical events.	
	A virtual exhibition can be used as we did for Stage I Consultation. This is being successfully used on other infrastructure projects including by public authorities.	A virtual public exhibition remained open during the consultation period. Statistics showed over 100 people viewed each consultation banner, which is a greater number than normally attend a series of physical exhibitions (based on our experience in the area and on other thermal projects such as Ferrybridge D in Yorkshire). A privacy notice was displayed in the exhibition. Accessibility was considered in its development including through	A proven and lower risk alternative exists in the virtual exhibition tool deployed at Stage 1 Consultation. This will be supplemented with webinar presentations on dates advertised in advance (see below). The virtual exhibition will include more information than the Stage 1 version, and is likely to also contain more visual information and introductory information about project team members. A privacy notice will be displayed in the exhibition and



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
		testing with relevant professionals in the SSE group.	accessibility needs will be considered in the development of the exhibition. The URL will be <u>https://keadby3.consultation.ai/</u> .
	Physical deposit locations at local libraries, council offices, leisure centres or other public venues in the Inner and Outer Zones.	Due to coronavirus restrictions it remained unfeasible to deposit physical documents in the local area. Subsequent temporary government regulations ⁶ have removed the obligation for statutory consultation exercises to deposit documents, suggesting it is also not necessary for a non statutory consultation exercise.	This requirement is temporarily suspended under government coronavirus regulations. We do not intend to deposit physical copies of documents in public locations due to the inherent risks in providing shared paper copies and the widespread difficulties and reluctance in relation to accessing public venues due to coronavirus.
	Provision of free USB sticks, or paper copies of documents.	The documents were modest in size and no further documents were added to the Stage 1 Consultation and therefore USB sticks were not required.	SSE will provide a free USB stick containing the consultation documents, or a free of charge paper copy of the consultation documents (except the PEIR itself, paper copies of which will be chargeable), on request.
Web presence	Project website and project e-mail address	A project website was created and remained live long after the Stage 1 Consultation had ceased. A project e-mail address was also created and	The project website (<u>www.ssethermal.com/keadby3</u>) will be updated and will include a privacy notice. The project e-mail address

⁶ The Infrastructure Planning (Publication and Notification of Applications etc.) (Coronavirus) (Amendment) Regulations 2020, available at: https://www.legislation.gov.uk/uksi/2020/764/contents/made



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
		remained in use through the Stage 1 Consultation.	remains live (<u>consultation@keadby3.co.uk</u>).
		Provision of statutory consultation documents on a project website was subsequently made mandatory under the temporary regulations referred to above.	
Acknowledging feedback and responding to information requests where necessary and feasible to do so.	Pertinent comments are responded to where possible and relevant to do so, via the method the sender requests, i.e. letter or e-mail.	The live chat featured on the project website was live on four, spaced out dates during the consultation. This was rarely used, despite trying various setups and engagement methods. For e-mailed and questionnaire queries, rather than autoreplies, bespoke responses were sent to those who wrote to the project email address, as modest numbers of these were received.	Live chat will not be used; however, we intend to use a 'ticket' system which will allow people to submit a query via the virtual exhibition page. The applicant will endeavour to reply where it is clear that a response is required and feasible, taking into account the level of responses received.
	Surgeries or Q&A sessions (remote).	As the information presented was non-technical such surgeries or remote Q&A sessions were not held during the Stage 1 Consultation.	Webinars (i.e. web based presentations with Q&A sessions) are proposed, covering a range of pertinent topics for 30-40 minutes and a 20-30 minute Q&A session at the end. These will be delivered by members of the project team. Dates will be advertised in advance. We intend to offer four webinars in early December (around two weeks after



Activity	Potentially Available Methods	Methods used for Stage 1	Intended Methods for Stage 2
		Consultation	Consultation
	Providing a telephone number for local communities to request information from the project team.	A freephone telephone number (voicemail based) was provided to receive queries/information requests. No calls were noted. Subsequently the provision of a telephone number was made	consultation starts), and two in early January (around one week before consultation closes). The applicant will consider requests for further webinars in light of circumstances at the time. The freephone telephone number (voicemail based) will be available to receive queries/information requests, in line with the latest regulations. The number is the same as used at Stage 1 (0800 211 8194).
		mandatory for statutory PA 2008 consultations under the temporary regulations referred to above.	



APPENDIX 7.7: SOCC NOTICE TEMPLATE

SECTION 47(6)(a) PLANNING ACT 2008 THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

NOTICE OF PUBLICATION OF THE STATEMENT OF COMMUNITY CONSULTATION

Proposal for a new low carbon Combined Cycle Gas Turbine power station and associated development at Keadby, North Lincolnshire

Notice is hereby given that SSE Generation Limited ('SSE') intends to submit an application to the Secretary of State (the 'SoS') for Business, Energy and Industrial Strategy for a Development Consent Order ('DCO') to develop a new low carbon Combined Cycle Gas Turbine (CCGT) power station with a gross electrical output capacity of up to 910MW and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project') on land at and in the vicinity of the existing Keadby power stations in North Lincolnshire (grid reference 482351 411796).

The Project will include a CCGT plant with integrated cooling infrastructure and carbon and compression plant, natural gas pipeline connection, electrical connections, water connection corridors between the CCGT and the Stainforth and Keadby Canal and the River Trent, an above ground installation for carbon dioxide export infrastructure, accesses, temporary construction and laydown areas, haul routes, and other associated development.

SSE has a duty to consult the local community about the Project under Section 47 of the Planning Act 2008 and 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.



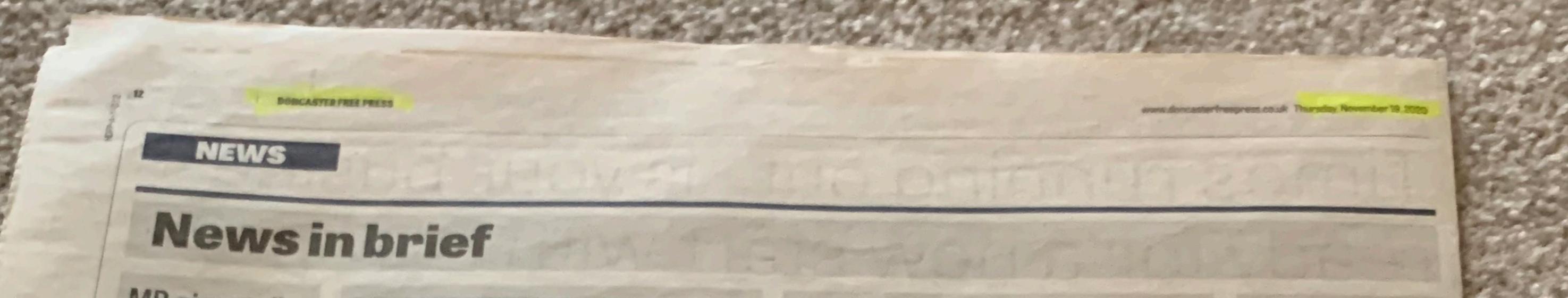
Indicative appearance of Keadby 3 in the context of existing Keadby Power Stations and the Keadby Windfarm

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APPENDIX 7.8: SOCC NOTICE IN NEWSPAPERS



MP gives talk about politics

A Doncaster MP has met members of the 7th Doncaster Boys Brigade and Girls Association as part of UK Parliament Week.

Dame Rosie Winterton. pictured. said: "As Doncaster Central MP. I welcome the involvement of the 7th Doncaster Boys Brigade and Girls Association in UK Parliament Week 2020." **UK Parliament Week is** an annual festival that engages people from across the UK with their UK Parliament, explores what it means to them and empowers them to get involved.

10.010000 1 WORLD CUP The Rugby League World Cup will take place in England next year

Initiative will benefit schools

lives.

Bosses at the Rugby League World Cup are hoping to help schoolchildren in Doncaster thrive. The tournament will help humanitarian agency UNICEF work with schools in Doncaster - one of the host towns - to deliver the **Rights Respecting Schools** Award programme, which puts children's rights at the heart of schools in the The World Cup is being UK. held in England in October

UNICEF works with

Award given for great services Doncaster Deaf Trust

has received the Matrix standard award. highlighting its specialist employability support for young people. The organisation received the matrix quality standard for information. advice and guidance services for its specialist employability support service, which provides help and support for those with communication

Closed shops waste energy

Three out of 10 shops in Doncaster have left their lights on since the second Coronavirus lockdown it is feared - potentially wasting thousands of pounds.

such as keeping chillers or BusinessWaste.co.uk has freezers going and using some ideas to prevent such essential lighting only.

needs looking to gain a job and life-related qualifications Alexis Johnson, Doncaster Deaf Trust executive principal, said: "The mission of our specialist employability support is to empower and support individuals to be resilient, independent and skilled to enable them to achieve their future aspirations. "To attain this means so much to us."

a huge energy waste from

happening in the future.

These energy strategies

the building running,

use the minimum amount

of energy required to keep

experience Pupils at schools in Doncaster will soon be

Residential

able to benefit from a residential experience after a one-day camp was launched. Kingswood outdoor education and activity centre, Denaby Main, which has provided the UK's residential camps for years, has decided to trips. be able to get all the

schools and groups with open its doors for day It means children will benefits of a residential in its new one-day condensed programme, which will begin next

year.

SECTION 47(6)(a) PLANNING ACT 2008 THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT NOTICE OF PUBLICATION OF THE STATEMENT OF COMMUNITY CONSULTATION

schools in the UK to create

'safe and inspiring places

to learn, where children

talents are nurtured, and

they are able to thrive'.

It says the programme

embeds these values in

daily school life and gives

children the best chance

to lead happy, healthy

and November next year.

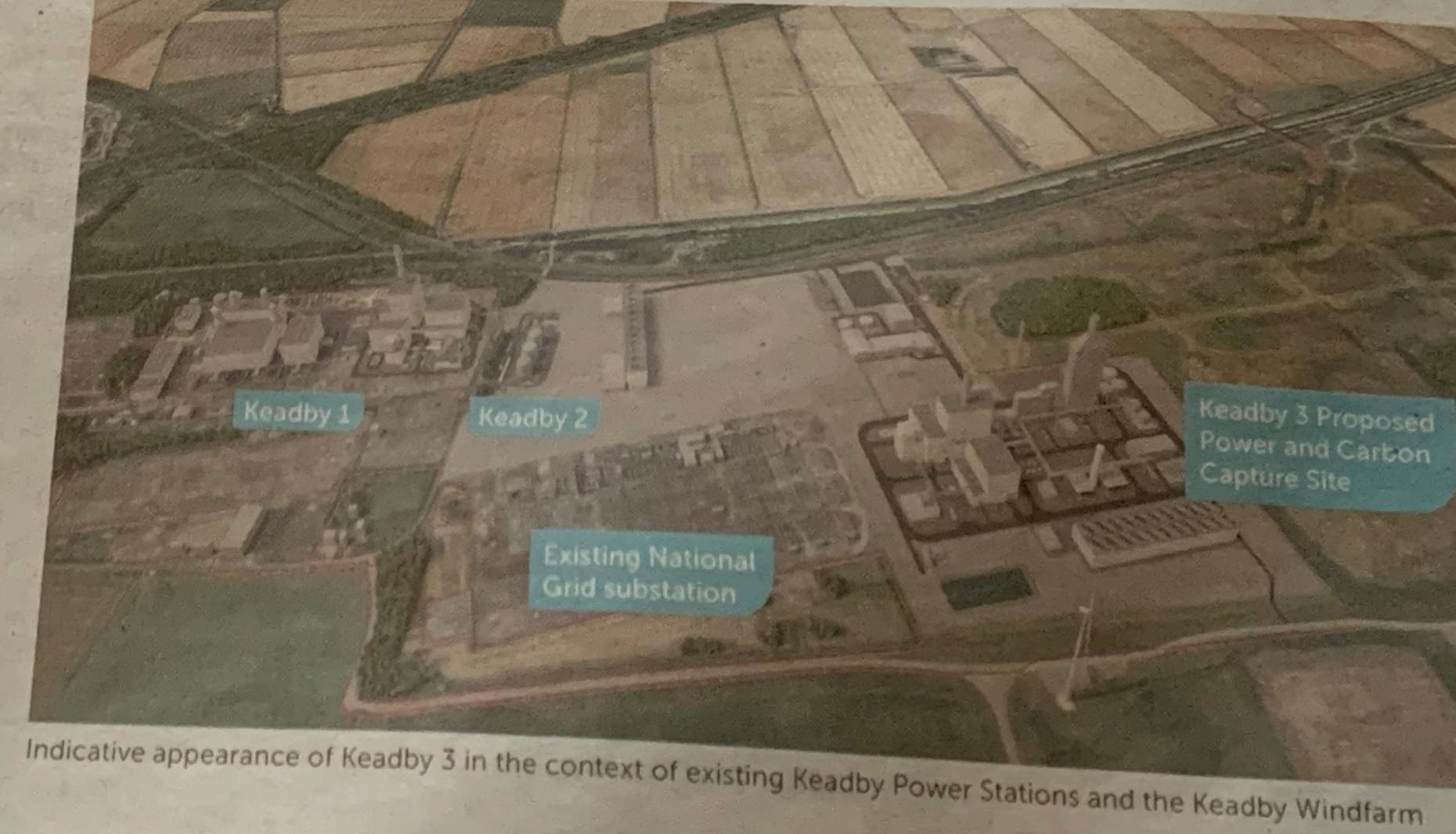
are respected, their

Proposal for a new low carbon Combined Cycle Gas Turbine power station and associated development at Keadby, North Lincolnshire

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The Project will include a CCGT plant with integrated cooling infrastructure and carbon and compression plant, natural gas pipeline connection, electrical connections, water connection corridors between the CCGT and the Stainforth and Keadby Canal and the River Trent, an above ground installation for carbon dioxide export infrastructure, accesses, temporary construction and laydown areas, haul. routes, and other associated development.

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SECTION 47(6)(a) PLANNING ACT 2008 THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

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OUR CONSULTATION PERIOD RUNS FROM WEDNESDAY 25TH NOVEMBER 2020 UNTIL 5PM ON WEDNESDAY 20TH JANUARY 2021

Due to ongoing restrictions relating to events and the closure of most public venues, we are hosting a distanced consultation process and an extended consultation period

The best ways to access our consultation documents are:

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These contain:

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All feedback must be received by 5pm on Wednesday 20th January 2021.

WEBINAR

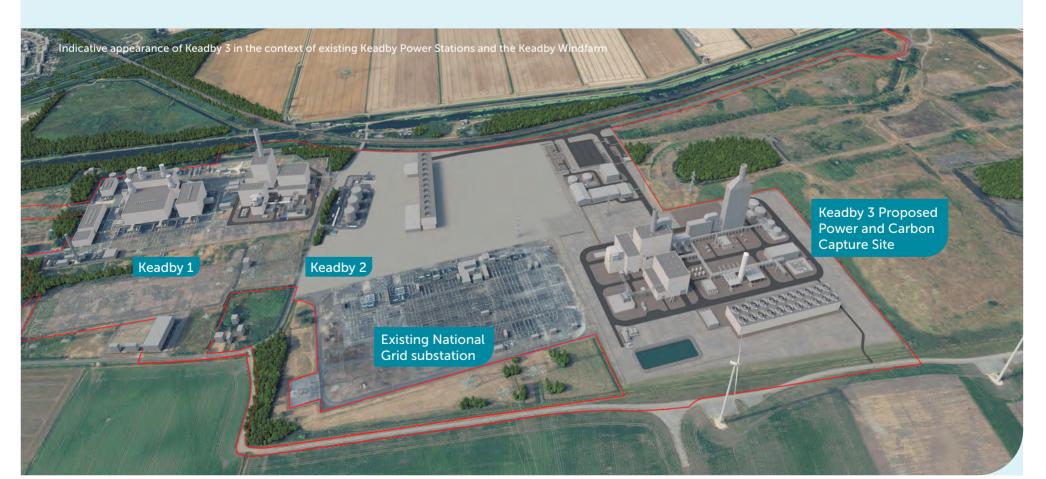
We encourage you to join one of our online webinars with members of the project team. To join, please visit the Virtual Exhibition website and click on the link of your preferred date to add the joining instructions as an appointment in your device calendar.

Webinar Date	Start Time
Tuesday 1 st December	1pm
Thursday 3 rd December	10am
Monday 7 th December	3pm
Wednesday 9 th December	10am
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GOOLE SELBY/EPWORTH TIMES

Thursday, November 19th, 2020

More information revealed about mystery gardener

In a recent issue of the Epworth Times we shared the story of a touching remembrance tribute which appeared at Epworth Memorial Garden on Albion Hill, planted by a mystery gardener.

Around 200 red poppies made from recycled plastic bottles appeared at the site over night on Sunday, October 25.

After our story appeared in the



PAGE SEVEN

paper we were contacted by a reader on behalf of the mystery gardener and although he wishes to remain the 'grey man' he has shared some information about the inspiration behind his moving tribute.

The reader, on behalf of the mystery gardener told us: "The tribute to the fallen was started in March last year when the mystery gardener began to make the poppies and was very much credited to an idea of his friend in Blythe .

"He was much moved by his visit to the WWI battlefields a few years ago on a visit to the grave of a relative.

"The tribute of poppies to the handmade wreath at RAF Roundal at fallen was to enhance the Royal the Lancaster Crash site in He British Legion poppies in the streets concluded: "It has been a pleasure to of Epworth and to remind people of create something that has been the ultimate sacrifice that so many appreciated by so many. But please

Since the poppies appeared at the memorial garden, other people have added wooden crosses with names of the fallen to the display and the Epworth branch of the Royal British Legion place a soldier silhouette

amongst the poppies to complete the

The mystery gardener also placed a

made."

touching tribute.

remember the most important thing, 'at the going down of the sun and in the morning, we will remember them'."

ABOVE: The mystery gardener also placed a handmade wreath at **RAF Roundal at the Lancaster** Crash site in Owston Ferry. (19-11-54 SU)

RIGHT: Epworth Memorial Garden was decorated with plastic poppies, crosses with the names silhouette. (19-11-56 SU)

of the fallen and a soldier



SECTION 47(6)(a) PLANNING ACT 2008 BBA TEAT AND DESIGN AND DESIGN AND ADDRESS OF ADDRESS OF ADDRESS ADDRES THE KEADBY 3 LOW CARBON GAS POWER STAT NOTICE OF PUBLICATION OF THE STATEMENT OF COMMUNITY CONSULTATION

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Gode Selby Epworth Times

Thursday, November 26th, 2020

SECTION 47(6)(a) PLANNING ACT 2008 THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

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Keadby 1

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Indicative appearance of Keadby 3 in the context of existing Keadby Power Stations and the Keadby Windfarr

Keadby 2

Power and Carbon Capture Site

Existing National Grid substation

SCUNTHORPELIVE.CO.UK 17

News

O'Brien's focused on future

By SARAH BRAZENDALE news@scunthorpetelearaph.co.uk

ScunthorpeLive

KIRTON Lindsey Opticians recently announced its closure so now O'Brien's Opticians is opening its doors to more patients to ensure continued eye-care for patients.

A spokesperson for Kirton Lindsey

Garry Crome, has decided to retire and all the notes from this practice have been passed over to O'Brien's from Kirton in Lindsey, customers Opticians in Brigg.

are passionately independent and highest standards. The practice has dispense similar brands of frames been located at the heart of Brigg and lenses. We have been providing town centre for over 40 years with the highest-quality of eye care and ample on-street parking close by. evewear and we are more than conwill be in safe hands with the team at Brigg

being one of the top opticians in the what he calls 'precision calculation country, finishing runners-up in the of spectacle prescriptions; using UK Opticians awards for Independ- techniques honed over 20 years in ent Practice of the Year for 2017. The optometry. resident optometrist, Sheeraz Janjua, went on to become runner-up in or visit obriensopticians.co.uk

HIGHLY RESPECTED OPTICIANS TAKE ON FORMER PRACTICE'S PATIENTS

Opticians said: "Our optometrist, the Optometrist of the Year award the following year.

Located only a short drive away will not have far to travel to ensure "Much like this practice, O'Brien's their eye-care is maintained to the

Supported by long standing staff, fident that this will continue. You new services have been introduced including dry eye and blepharitis appointments and treatment plans. O'Brien's has a reputation for Doctor Janjua takes great pride in

Call on O'Brien's on 01652 653595



O'Brien's Opticians in Brigg and, from left, Garry Crome and Dr

SECTION 47(6)(a) PLANNING ACT 2008 THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

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Jordan Martin

From:	Fearon, Jade <jade.fearon@sse.com></jade.fearon@sse.com>
Sent:	22 March 2021 13:15
То:	Jordan Martin
Subject:	FW: [EXTERNAL] Re: Copy of paper 26th Nov [Filed 22 Mar 2021 18:00]
Attachments:	Full Page 26th.pdf

Hi Jordan

Hope you had a good weekend.

Please see below from the Scunthorpe Telegraph.

From: Charlie Cartmell <charlie.cartmell@trinitymirror.com>
Sent: 22 March 2021 12:23
To: Fearon, Jade <jade.fearon@sse.com>
Subject: Re: [EXTERNAL] Re: Copy of paper 26th Nov

Hi Jade,

Thank you for your email. There is no need to apologise.

The PDF which I sent to you was actually downloaded from the online version of The Scunthorpe Telegraph.

Unfortunately all I can do is share the below screenshot which shows what page it was on and the surrounding pages. I hope this helps?



I have attached the page again for you. Please do let me know if you have any questions.

Kindest Regards, Charlie

Charlie Cartmell

Media Sales Executive t. 01482 315135 | e. charlie.cartmell@reachplc.com |

The information in this E-Mail is confidential and may be legally privileged. It may not represent the views of the SSE Group.

It is intended solely for the addressees. Access to this E-Mail by anyone else is unauthorised.

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SSE plc

Registered Office: Inveralmond House 200 Dunkeld Road Perth PH1 3AQ Registered in Scotland No. SC117119

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This email has been scanned on behalf of Dalton Warner Davis by MessageLabs.





APPENDIX 8.1: PRESCRIBED CONSULTEES

adby 3 Prescribed Consul	tees				Confirmation' = gave email address for email service on this project. References to 'SHBEC S56' indicate a recent project we led the S56 notification for in May 2020 in North East Lincolnshire.			This will be completed once Table 4 is finalised We may seek to send both letters in the same envelope/email if practical, and check contact addresses are consistent.
le 1: Prescribed Persons								
Consultee	Verified Postal Address		Verfied email address received from s229 request	Unverified but acceptable e-mail addresses?	Email source Notes	E-mail, post or both?	EIA Reg 13 Body?	Receiving a S44 letter too?
The Health and Safety Executive	NSIP Consultations Health and Safety Executive Building 2.2 Redgrave Court Merton Road Bootle Merseyside	Address from Reg 11 list and website.	NSIP.applications@hse.gov.uk		SHBEC s56. This email was also requested in their response to PINS.	Email	Yes	
	L20 7HS							
Clinical Commissioning Group (CCG)	Redditch B97 9PT	website.		england.contactus@nhs.net	SHBEC s56	Both	Yes	
-	Health Place Wrawby Road Brigg North Lincolnshire	Address from Reg 11 list and website.		nlccg.primarycaredirectorate@nhs.net	Confirmed (asked for mail to go there)	Both	Yes	
Natural England	DN20 8GS Natural England Natural England Consultation Service Hornbeam House Electra Way Crewe Business Park Crewe Cheshire CW1 6GJ	Address from Reg 11 list.	<u>consultations@naturalengland.org.uk</u>		Email confirmation	Email	Yes	
The Historic Buildings and Monuments Commission for England	Historic England 4th Floor Cannon Bridge House 25 Dowgate Hill London EC4R 2YA	Address from Reg 11 list.	<u>e-midlands@HistoricEngland.org.uk;</u> Tim.Allen@HistoricEngland.org.uk		Email conifrmation	Email	Yes	
The relevant fire and rescue authority	Humberside Fire and Rescue Service Headquarters Summergroves Way Hull East Yorkshire HU4 7BB	Address from Reg 11 list and website.	BusinesssafetyNL@humbersidefire.gov.uk; publicsafetycentre@humbersidefire.gov.uk		Email confirmation	Email	Yes	
The relevant police and crime commissioner		Address from Reg 11 list and website.	Rachel.cook@humberside.pnn.police.uk_		Email confirmation	Email	Yes	
council(s) or, where the application relates to land [in] Wales or Scotland, the	Keadby with Althorpe Parish Council 18 Woodgarr Avenue, Keadby, Scunthorpe, North Lincolnshire DN17 3BZ	Address from Reg 11 list and website.	keadbywithalthorpeparishcouncil@yahoo.com		Email confirmation	Email	Yes	
	Crowle and Ealand Town Council Community Hub, 52-54 High Street, Crowle, DN17 4LB	Address from Reg 11 list and website.	<u>clerk@crowleandealandcouncil.org</u>		Email confirmation	Email	Yes	
	The Clerk Belton Parish Council 135 Westgate Road Belton Doncaster DN9 1QA	Address from Reg 11.		<u>beltonparish@gmail.com</u>	Website	Both	Yes	
Agency	Environment Agency Waterside Drive Almondsbury Bristol BS32 4UD	Address from LOS.	LNplanning@environment-agency.gov.uk; annette.hewitson@environment-agency.gov.uk		Email confirmation	Email	Yes	Yes
Homes and Communities Agency	Homes England One Friargate Coventry CV1 2GN			enquiries@homesengland.gov.uk	s56 SHBEC	Both	Yes	

The Joint Nature Conservation	Joint Nature Conservation Committee Monkstone House	Address from website.	communications@jncc.gov.uk		Email confirmation	Email		
	City Road							
	Peterborough PE1 1JY							
The Maritime and	The Maritime and Coastguard Agency –	Address from Reg 11 and	hullmo@mcga.gov.uk; navigationsafety@mcga.gov.uk		Confirmation	Email	Yes	
Coastguard Agency	Humber HM Coastguard Yorkshire and Lincolnshire	website.						
	Limekiln Lane							
	Bridlington East Yorkshire							
	YO15 2LX							
	Marine Management Organisation (MMO)	Address from Reg 11 and	marine.consents@marinemanagement.org.uk;		Confirmation (also add Tim Dixon)	Email	Yes	
Organisation	Lancaster House Hampshire Court	website.	sarah.errington@marinemanagement.org.uk; hope.armstrong@marinemanagement.org.uk					
	Newcastle upon Tyne							
	NE4 7YH United Kingdom							
	Civil Aviation Authority	Address from Reg 11	Airspace@caa.co.uk		Confirmation	Email	Yes	
	Directorate of Airspace Policy CAA House							
	45-59 Kingsway							
	London WC2B 6TE							
The Highways Agency	The Secretary of State for Transport	Address from website.		Khasru.Ali@dft.gov.uk	From reply	Both	No	
	Department for Transport Great Minster House							
	33 Horseferry Road							
	London SW1P 4DR							
	United Kingdom							
The Highways Agency	Highways England (Yorkshire and North-east) National Traffic Operations Centre	Address from website.	Donna.Newsome@highwaysengland.co.uk		Confirmed email	Email	Yes	
	3 Ridgeway							
	Quinton Business Park							
	Birmingham B32 1AF							
		Address from website.			Preliminary list of consultees	Both	Yes	
Authority	North Lincolnshire Council – Transport and Streets							
	Church Square House							
	30-40 High Street Scunthorpe							
	North Lincolnshire							
The Canal and River	DN15 6NL Canal & River Trust	Address from LOS and R11 lis	t planning@canalrivertrust.org.uk;	highwaydevelopment@northlincs.gov.uk_	Confirmation	Email	Yes	
Trust	First Floor North Station House		simon.tucker@canalrivertrust.org.uk					
	500 Elder Gate Milton Keynes							
Trinity House	Trinity House	Address from website.		enquiries@trinityhouse.co.uk	Website	Both	No	
	Tower Hill London							
	EC3N 4DH							
Public Health England, an executive agency of	Public Health England NSIP Consultations Centre for Radiation	Address from Reg 11	Nsipconsultations@phe.gov.uk		Confirmation	Email	Yes	
the Department of	Chemical and Environmental Hazards							
Health	Seaton House London Road							
	Nottingham							
The relevant internal	NG2 4LA The Isle of Axholme and North	Address from LOS.	darren.cowling@Imdb.co.uk		Confirmation	Email	Yes	
drainage board	Nottinghamshire Water Level Management							
	Board Wellington House							
	Manby Park							
	Manby Louth							
	LN11 8UU							
	Scunthorpe and Gainsborough Water	Address from Reg 11 and		info@shiregroup-idbs.gov.uk	Website	Both	Yes	
	Management Board Shire Group of Internal Drainage Boards	website.						
	Epsom House							
	Chase Park Redhouse Interchange							
	Doncaster							
	DN6 7FE							

Local resilience forum	Doncaster East Internal Drainage Board Wellington House Manby Park Manby Louth Lincolnshire LN11 8UU Humber Emergency Planning Service	Address from website. Reg 11 list gave same address as above so this address covered in any case. Website only provides email.		heps@eastriding.gov.uk	Confirmation	Email	Yes	
The Crown Estate Commissioners	The Crown Estate Commissioners The Crown Estate 1 St James's Market London SW1Y 4AH	Address from website and Reg 11.		NSIP@thecrownestate.co.uk	SHBEC \$56	Both	Yes	
The Forestry Commission	Forestry Commission Forestry Commission Yorkshire and North East Area Foss House Kings Pool 1-2 Peasholme Green York YO1 7PX	Address from Reg 11 list.	<u>yne@forestrycommission.gov.uk</u>		Confirmation	Email	Yes	
The Secretary of State for Defence		Address from Reg 11 list.	DIO-Safeguarding-Statutory@mod.gov.uk		SHBEC s56	Email	Yes	

	by 3 Statutory Undertakers 2: Statutory Undertakers								
C	Consultee	Address	Address source	Verified Email address	Unverified Email address	Notes	Decision: e-mail service or postal service or both?		Receiving a S44 lett landowner letter w
0	Commissioning Group	National Health Service North Lincolnshire Clinical Commissioning Group Health Place Wrawby Road	Address from Reg 11 list and website.		NLCCG.ContactUs@nhs.net	Website	Both	Yes	
S	The National Health Service Commissioning Board	National Health Service England Commissioning Board PO Box 16728 Redditch	Address from Reg 11 list and website.		england.contactus@nhs.net	SHBEC s56	Both	Yes	
		B97 9PT							
		Scunthorpe General Hospital Cliff Gardens Scunthorpe North Lincolnshire DN15 7BH	Address from Reg 11 list and website.		nlg-tr.enquiries@nhs.net	Website	Both	Yes	
ŀ	Health Service Trust	Yorkshire Ambulance Service National Health Service Trust Trust Headquarters Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ	Address from Reg 11 list and website.	<u>david.sanderson7@nhs.net</u>		Confirmation	Email	Yes	
		Yorkshire Ambulance Service National Health Service Trust		alexis.percival@nhs.net; david.sanderson7@nhs.net		Confirmation	Email	Yes	
F		Network Rail Infrastructure Ltd Floor 5 1 Eversholt Street London NW1 2DN			TownPlanningSE@NetworkRail.co.uk	SHBEC s56	Both	Yes	
_		Highways England Historical Railways Estate	Address from Dec 11	hreenquiries@highwaysengland.co.uk	humber on mil@shaats on ul	Confirmation	Email	Yes	
	authority	Associated British Ports PO Box 1 Port House Northern Gateway Hull	Address from Reg 11.		humber.general@abports.co.uk	Website	Both	Yes	
		Associated British Ports Humber Estuary Services Port Office Cleethorpe Road Grimsby DN31 3LL	Address from Reg 11.		hesharbourmaster@abports.co.uk	Website	Both	Yes	
		PD Ports Properties Limited 17-27 Queen's Square Middlesbrough TS2 1AH	Address from LOS.				Post	No	Yes
		Pd Ports Services Limited 17-27 Queen's Square Middlesbrough TS2 1AH	Address from LOS.				Post	No	Yes
		Railway Wharf (Keadby) Limited Valley House Valley Farm North Lane Swaby	Address from LOS.				Post	No	Yes
0	Of Part 1 Of Transport Act 2000)	National Air Traffic Services 4000 Parkway Whiteley Fareham Hants	Address from Reg 11 and website	<u>sacha.rossi@nats.co.uk</u>		Confirmation (specifically asked for posting too)	Both	Yes	

Reg 13 Body? is it in the Reg 11 list]	Receiving a S44 letter too? [i.e. will they also receive a landowner letter with title ref(s)]
	Yes
	Yes
	Yes

Γ	Universal Service Provider	Royal Mail Group	Address from Reg 11 and companies	denise.stephenson@royalmail.com;	Confirmation	Email	Yes
		100 Victoria Embankment	house.	daniel.parry-jones@realestate.bnpparibas;			
		London		hitrotman@hotmail.co.uk			
		EC4Y 0HQ					

Universal Service Provider	Royal Mail Group	Address from Reg 11 and companies	denise.stephenson@royalmail.com;		Confirmation	Email	Yes	
	100 Victoria Embankment	house.	daniel.parry-jones@realestate.bnpparibas;					
	London		hitrotman@hotmail.co.uk					
			Introtman@notman.co.uk					
	EC4Y 0HQ							
The relevant water and se								
Anglian Water	Anglian Water	Address and company name from	sPatience@anglianwater.co.uk;		Confirmation	Email	Yes	
-	PO Box 4994	from Reg 11.	planningliaison@anglianwater.co.uk					
	Lancing							
	BN11 9AL							
	AWG Group Limited	Address and company name from				None required as we	Yes	
	Lancaster House Lancaster Way	companies house.						
	Ermine Business Park							
	Huntingdon							
	Cambridgeshire							
	United Kingdom							
	PE29 6XU							
Severn Trent Water	Severn Trent	Address and company name from				Post	Yes	
	PO Box 409	from Reg 11.						
		nonneg 11.						
	Darlington							
	DL1 9WF							
	Severn Trent Water Limited	Address and company name from				Post	Yes	
	Severn Trent Centre	companies house.						
	2 St John's Street							
1	Coventry							
	CV1 2LZ							
Yorkshire Water	Yorkshire Water	Address from Reg 11 list and		stephanie.walden@yorkshirewater.co.uk	Responded to PINS	Both	Yes	
	Western House	companies house.						
	Western Way							
	Bradford							
	BD6 2LZ							
The relevant public gas tra	ansporter							
Cadent Gas Limited	Cadent Gas Limited	Address from Reg 11 list and	Tom.Bowling@cadentgas.com;		s56 SHBEC	Email	Yes	
	Ashbrook Court Central Boulevard	companies house.	plantprotection@cadentgas.com;					
	Prologis Park		vicky.cashman@cadentgas.com					
			vicky.casiman@cadentgas.com					
	Coventry							
	CV7 8PE							
Energectics Gas Limited	Last Mile Gas Limited	Address from Reg 11 list and		hello@energetics-uk.com		Both	Yes	
Energectics Gas Limited	Last Mile Gas Limited			hello@energetics-uk.com		Both	Yes	
Energectics Gas Limited	Last Mile Gas Limited Fenick House Lister Way	companies house, however, company		hello@energetics-uk.com		Both	Yes	
Energectics Gas Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park			hello@energetics-uk.com		Both	Yes	
Energectics Gas Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow	companies house, however, company		hello@energetics-uk.com		Both	Yes	
Energectics Gas Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland	companies house, however, company		hello@energetics-uk.com		Both	Yes	
	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT	companies house, however, company name has changed.						
Energectics Gas Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited	companies house, however, company		hello@energetics-uk.com	s56 SHBEC		Yes Yes	
Energy Assets Pipelines	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited	companies house, however, company name has changed. Address from Reg 11 list and			s56 SHBEC			
	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House	companies house, however, company name has changed.			s56 SHBEC			
Energy Assets Pipelines	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street	companies house, however, company name has changed. Address from Reg 11 list and			s56 SHBEC			
Energy Assets Pipelines	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester	companies house, however, company name has changed. Address from Reg 11 list and			s56 SHBEC			
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU	companies house, however, company name has changed. Address from Reg 11 list and companies house.			s56 SHBEC	Both	Yes	
Energy Assets Pipelines	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester	companies house, however, company name has changed. Address from Reg 11 list and			s56 SHBEC	Both		
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and			s56 SHBEC	Both	Yes	
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House	companies house, however, company name has changed. Address from Reg 11 list and companies house.			s56 SHBEC	Both	Yes	
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and			s56 SHBEC	Both	Yes	
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and			s56 SHBEC	Both	Yes	
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and			s56 SHBEC	Both	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and	info@espug.com			Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd	companies house, however, company name has changed. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park	companies house, however, company name has changed. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 OFT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead	companies house, however, company name has changed. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA	companies house, however, company name has changed. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom	companies house, however, company name has changed. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas Limited Fenick House Lister Way Hamilton International Technology Park Glasgow Scotland G72 0FT Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU ES Pipelines Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom	companies house, however, company name has changed. Address from Reg 11 list and companies house.				Both Post	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyWitz2 7BAKT22 7BAKatherheadSurreyUnited KingdomKT22 7BA	companies house, however, company name has changed. Address from Reg 11 list and companies house.			Confirmation	Both Post Email	Yes Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group Ltd	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.				Both Post Email	Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird House	companies house, however, company name has changed. Address from Reg 11 list and companies house.			Confirmation	Both Post Email	Yes Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird HouseMole Business Park	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation	Both Post Email	Yes Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird House	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation	Both Post Email	Yes Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyWitz 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird HouseMole Business ParkLeatherhead	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation	Both Post Email	Yes Yes	
Energy Assets Pipelines Limited ES Pipelines Ltd ESP Connections Ltd	Last Mile Gas LimitedFenick House Lister WayHamilton International Technology ParkGlasgowScotlandG72 0FTEnergy Assets Pipelines LimitedShip Canal House98 King StreetManchesterM2 4WUES PipelinesBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird HouseMole Business Park	companies house, however, company name has changed. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation	Both Post Email	Yes Yes	

ESP Electricity Limited	ESP Electricity Group Ltd	Address from Reg 11 list and			Confirmation		Yes	
	Bluebird House	companies house.						
		companies nouse.						
	Mole Business Park							
	Leatherhead							
	Surrey							
	КТ22 7ВА		Vaughan.Carver@espug.com			Email		
	Fulcrum Pipelines Limited	Address from Reg 11 list and	<pre>connectionrequest@fulcrum.co.uk;</pre>		Confirmation	Email	Yes	
	2 Europa View	companies house.	FPLPlant@fulcrum.co.uk					
	Sheffield Business Park							
	Sheffield							
	United Kingdom							
	S91 1XH							
Harlaxton Gas Networks	Harlaxton Gas Networks Limited	Address from Reg 11 list and		info@harlaxtonenergynetworks.com	s56 SHBEC	Both	Yes	
Limited	Toll Bar Road	companies house.						
	Marston							
	Grantham							
	Lincs							
	United Kingdom							
	NG32 2HT							
GTC Pipelines Limited	GTC Pipelines Limited	Address from Reg 11 list and		info@gtc-uk.co.uk	Website	Both	Yes	
				intologic uncount	Website	both	103	
	Energy House	companies house.						
	Woolpit Business Park							
	Windmill Avenue							
	Bury St. Edmunds							
	England							
	IP30 9UP							
	Independent Pipelines Limited	Address from companies house. Reg11		info@gtc-uk.co.uk	GTC Website	Both	Yes	
Limited	Energy House	list said Synergy House rather than						
	Woolpit Business Park	Energy House.						
		Lifergy nouse.						
	Windmill Avenue							
	Bury St. Edmunds							
	England							
	IP30 9UP							
	Indigo Pipelines Limited	Address from Reg 11 list and			Confirmation	1	Yes	
					Commation		103	
	15 Diddenham Court	companies house.						
	Lambwood Hill							
	Grazeley		enquiries@indigopipelines.co.uk			Email		
	Reading							
	England							
	RG7 1JQ							
	Last Mile Gas Limited	Address from companies house.		plantenquiries@lastmile-uk.com	s56 SHBEC	Both	Yes	
	Fenick House							
	Lister Way							
	Hamilton International Technology Park							
	Glasgow							
	Scotland							
	United Kingdom							
	G72 OFT							
	Murphy Gas Networks	Address from Reg 11 list and		mail@murphygroup.co.uk	s56 SHBEC	Both	Yes	
				manter nurphygroup.co.uk	SOU SUDEC	Boui	105	
	Hiview House	companies house.						
	Highgate Road							
	London							
	United Kingdom							
			1		CTOWL 1	Dath	N-	
	NW5 1TN				GTC Website	Both	Yes	
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited	Address from Reg 11 list and		info@gtc-uk.co.uk	ore website			
Quadrant Pipelines Limited	NW5 1TN	Address from Reg 11 list and companies house.		Info@gtc-uk.co.uk				
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited			into@gtc-uk.co.uk				
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit			Into@gtc-uk.co.uk				
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds			Into@gtc-uk.co.uk				
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England			Into@gtc-uk.co.uk				
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP	companies house.						
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com			Email	Yes	
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand	companies house.	box.landandacquisitions@nationalgrid.com			Email	Yes	
Quadrant Pipelines Limited	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com			Email	Yes	
Quadrant Pipelines Limited National Grid Gas Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation			
Quadrant Pipelines Limited National Grid Gas Plc Scotland Gas Networks Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com	<u>into@gtc-uk.co.uk</u>		Email	Yes	
Quadrant Pipelines Limited National Grid Gas Plc Scotland Gas Networks Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation			
Quadrant Pipelines Limited National Grid Gas Plc Scotland Gas Networks Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation			
Quadrant Pipelines Limited National Grid Gas Plc Scotland Gas Networks Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation			
Quadrant Pipelines Limited National Grid Gas Plc Scotland Gas Networks Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation			
Quadrant Pipelines Limited National Grid Gas Plc Scotland Gas Networks Plc	NW5 1TN Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation			

	Scotland Gas Networks	Address from Reg 11 list.				Post	yes	
	Inveralmond House							
	200 Dunkeld Road							
	Perth							
	PH1 3AQ							
Southern Gas Networks Plc		Address from companies house and		customer@sgn.co.uk	Website	Both	Yes	
	St Lawrence House	reg11 list.			Website	both		
	Station Approach							
	Horley							
	Surrey							
	RH6 9HJ							
The relevant electricity gen								
	Keadby Developments Limited	Address from LOS.				Post	Yes	
	Sse Plc							
	Keadby Power Station Trentside							
	Keadby							
	Scunthorpe							
	DN17 3EF							
Keadby Generation Limited	Keadby Generation Limited	Address from LOS.				Post	Yes	
	Keadby Power Station Trentside							
	Keadby							
	Scunthorpe							
	DN17 3EF							
	Eclipse Power Networks Limited	Address from Reg 11 list and		enquiries@eclipsepower.co.uk	s56 SHBEC	Both	Yes	
	Olney Office Park	companies house.						
	1 Osier Way	leonpanies nouse.						
	Olney							
	Buckinghamshire							
	MK46 5FP		4			-		
	Energy Assets Networks	Address from Reg 11 list and		info@energyassetsnetworks.co.uk	s56 SHBEC	Both	Yes	
	Ship Canal House	companies house.						
	98 King Street							
	Manchester							
	United Kingdom							
	M2 4WU							
	ESP Electricity Limited	Address from Reg 11 list and			Confirmation		Yes	
	1st Floor	companies house.						
	Bluebird House							
	Mole Business Park							
	Leatherhead							
	Surrey							
	England							
	КТ22 7ВА		Vaughan.Carver@espug.com; info@espug.com			Email		
	Fulcrum Electricity Assets Limited	Address from Reg 11 list and		enquiries@fulcrum.co.uk	s56 SHBEC	Both	Yes	
Limited	2 Europa View	companies house.						
	Sheffield Business Park							
	Sheffield							
	England							
	S9 1XH							
	Harlaxton Energy Networks Limited	Address from Reg 11 list and		info@harlaxtonenergynetworks.com	s56 SHBEC	Both	Yes	
	Toll Bar Road	companies house.						
	Marston							
	Grantham							
	Lincs							
	United Kingdom							
	NG32 2HT							
		Address from Reg 11 list and		info@gtc-uk.co.uk	GTC Wahatta	Both	Voc	
	Independent Power Networks				GTC Website		Yes	
Invetworks Limited	Energy House	companies house.						
	Woolpit Business Park							
		1						
	Windmill Avenue			1				
	Windmill Avenue Woolpit							
	Windmill Avenue Woolpit Bury St. Edmunds							
	Windmill Avenue Woolpit Bury St. Edmunds Suffolk							
	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England							
	Windmill Avenue Woolpit Bury St. Edmunds Suffolk							
	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England IP30 9UP	Address from Reg 11 list and		info@lastmile-uk.com	s56 SHBEC	Both	Yes	
Last Mile Electricity	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England IP30 9UP Last Mile Electricity Limited	Address from Reg 11 list and companies house. Company name was		info@lastmile-uk.com	s56 SHBEC	Both	Yes	
Last Mile Electricity Limited	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England IP30 9UP Last Mile Electricity Limited Fenick House Lister Way	companies house. Company name was		info@lastmile-uk.com	s56 SHBEC	Both	Yes	
Last Mile Electricity Limited	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England IP30 9UP Last Mile Electricity Limited Fenick House Lister Way Hamilton International Technology Park	companies house. Company name was Energetics Electricity Network on Reg		info@lastmile-uk.com	s56 SHBEC	Both	Yes	
Last Mile Electricity Limited	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England IP30 9UP Last Mile Electricity Limited Fenick House Lister Way Hamilton International Technology Park Glasgow	companies house. Company name was		info@lastmile-uk.com	s56 SHBEC	Both	Yes	
Last Mile Electricity Limited	Windmill Avenue Woolpit Bury St. Edmunds Suffolk England IP30 9UP Last Mile Electricity Limited Fenick House Lister Way Hamilton International Technology Park	companies house. Company name was Energetics Electricity Network on Reg		info@lastmile-uk.com	s56 SHBEC	Both	Yes	

			1	-				1
	Leep Electricity Networks Limited	Address from Reg 11 list and				Post	Yes	
Limited	The Greenhouse	companies house.						
	Mediacityuk							
	Salford							
	United Kingdom							
	M50 2EQ							
Murphy Power	Murphy Power Distribution Limited	Address from Reg 11 list and		mail@murphygroup.co.uk	s56 SHBEC	Both	Yes	
Distribution Limited	Hiview House	companies house.						
	Highgate Road							
	London							
	NW5 1TN							
The Electricity Network	The Electricity Network Company	Address from Reg 11 list and				Post	Yes	
Company Limited	Energy House	companies house.				1050		
		companies nouse.						
	Woolpit Business Park							
	Windmill Avenue							
	Woolpit							
	Bury St. Edmunds							
	Suffolk							
	England							
	IP30 9UP							
UK Power Distribution	UK Power Distribution Limited	Address from companies house.		newconnections@ukpowerdistribution.co.uk	s56 SHBEC	Both	Yes	
Limited	6500 Daresbury Park							
Linited	-							
	Daresbury							
	Warrington							
	England							
	WA4 4GE							
	UK Power Distribution Limited	Address on Reg 11 list.				Post	Yes	
	22-26 King Street							
	Kings Lynn							
	Norfolk							
	PE30 1HJ							
Utility Assets Limited	Utility Assets Limited	Address from Reg 11 list and			s56 SHBEC		Yes	
Othinty Assets Linnited					SJU STIBLE		Tes	
	7 Laxton Close	companies house.						
	Attleborough			assetrecords@utilityassets.co.uk; asset.manag	e	Both		
	England							
	NR17 1QY							
Vattenfall Networks	Vattenfall Networks Limited	Address from Reg 11 list and			s56 SHBEC		Yes	
Limited	First Floor	companies house.						
	1 Tudor Street			idno.regulation@vattenfall.com		Both		
	London							
	EC4Y OAH							
+					s56 SHBEC		Yes	
				idno.care@vattenfall.com	SJU STIBLE	Both	Tes	
+					s56 SHBEC		Yes	
				idno.operations@vattenfall.com	SJU SHEL	Both	105	
Northern Powergrid	Northern Powergrid (Northeast) Limited	Address from Reg 11 list and	property@northernpowergrid.com		Confirmation	Email	Yes	
(Northeast) Limited	Lloyds Court	companies house.						
,	78 Grey Street							
	Newcastle Upon Tyne							
	NE1 GAE		1		Careforni ii			
Northous Do 11	NE1 6AF	Address from D. 1111	and a state of the second		Confirmation	Email	Yes	
Northern Powergrid	Northern Powergrid (Yorkshire) plc	Address from Reg 11 list and	property@northernpowergrid.com					
(Yorkshire & North	Northern Powergrid (Yorkshire) plc Lloyds Court	Address from Reg 11 list and companies house.	property@northernpowergrid.com					
	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street		property@northernpowergrid.com					
(Yorkshire & North	Northern Powergrid (Yorkshire) plc Lloyds Court		property@northernpowergrid.com					
(Yorkshire & North	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street		property@northernpowergrid.com					
(Yorkshire & North Lincolnshire) plc	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF	companies house.			Confirmation	Email	Yes	
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC	companies house. Address from LOS and Companies	anne.holdsworth@nationalgrid.com;		Confirmation	Email	Yes	
(Yorkshire & North Lincolnshire) plc	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand	companies house.			Confirmation	Email	Yes	
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London	companies house. Address from LOS and Companies	anne.holdsworth@nationalgrid.com;		Confirmation	Email	Yes	
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London WC2N 5EH	companies house. Address from LOS and Companies House.	anne.holdsworth@nationalgrid.com;		Confirmation			
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London WC2N 5EH National Grid Electricity Transmission PLC	companies house. Address from LOS and Companies	anne.holdsworth@nationalgrid.com;		Confirmation	Email	Yes	
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London WC2N 5EH National Grid Electricity Transmission PLC National Grid House	companies house. Address from LOS and Companies House.	anne.holdsworth@nationalgrid.com;		Confirmation			
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London WC2N 5EH National Grid Electricity Transmission PLC National Grid House Warwick Technology Park	companies house. Address from LOS and Companies House.	anne.holdsworth@nationalgrid.com;		Confirmation			
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London WC2N 5EH National Grid Electricity Transmission PLC National Grid House Warwick Technology Park Gallows Hill	companies house. Address from LOS and Companies House.	anne.holdsworth@nationalgrid.com;		Confirmation			
(Yorkshire & North Lincolnshire) plc National Grid Electricity	Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF National Grid Electricity Transmission PLC 1-3 Strand London WC2N 5EH National Grid Electricity Transmission PLC National Grid House Warwick Technology Park	companies house. Address from LOS and Companies House.	anne.holdsworth@nationalgrid.com;		Confirmation			

Tabl	le 2: Statutory Undertakers								
	Consultee		Address source	Verified Email address	Unverified Email address	Notes	Decision: e-mail service or postal service or both?		Receiving a S44 letter t landowner letter with
	The National Health Service Commissioning Board	National Health Service England Commissioning Board PO Box 16728 Redditch B97 9PT	Address from Reg 11 list and website.		england.contactus@nhs.net	SHBEC 556	Both	Yes	
	The relevant NHS Trust	Scunthorpe General Hospital Cliff Gardens Scunthorpe North Lincolnshire DN15 7BH	Address from Reg 11 list and website.		nlg-tr.enguiries@nhs.net	Website	Both	Yes	
	The relevant National Health Service Trust	Yorkshire Ambulance Service National Health Service Trust Trust Headquarters Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ	Address from Reg 11 list and website.	alexis.percival@nhs.net; david.sanderson7@nhs.net		Confirmation	Email	Yes	
	Railways	Network Rail Infrastructure Ltd Floor 5 1 Eversholt Street London NW1 2DN			TownPlanningSE@NetworkRail.co.uk	SHBEC s56	Both	Yes	
		Highways England Historical Railways Estate		hreenquiries@highwaysengland.co.uk		Confirmation	Email	Yes	
	Dock and Harbour authority	Associated British Ports PO Box 1 Port House Northern Gateway Hull	Address from Reg 11.		humber.general@abports.co.uk	Website	Both	Yes	
		Associated British Ports Humber Estuary Services Port Office Cleethorpe Road Grimsby DN31 3LL	Address from Reg 11.		hesharbourmaster@abports.co.uk	Website	Both	Yes	
		PD Ports Properties Limited 17-27 Queen's Square Middlesbrough TS2 1AH	Address from LOS.				Post	No	Yes
		Pd Ports Services Limited 17-27 Queen's Square Middlesbrough TS2 1AH	Address from LOS.				Post	No	Yes
		Railway Wharf (Keadby) Limited Valley House Valley Farm North Lane Swaby	Address from LOS.				Post	No	Yes
	Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	National Air Traffic Services 4000 Parkway Whiteley Fareham Hants PO15 7FL	Address from Reg 11 and website	<u>sacha.rossi@nats.co.uk</u>		Confirmation (specifically asked for posting too)	Both	Yes	

Decision: e-mail service or postal service or both?		Receiving a S44 letter too? [i.e. will they also receive a landowner letter with title ref(s)]
Both	Yes	
Both	Yes	
Email	Yes	
Both	Yes	
Email	Yes	
Both	Yes	
Both	Yes	
Post	No	Yes
Post	No	Yes
Post	No	Yes
Both	Yes	

Universal Service Provider	Royal Mail Group	Address from Reg 11 and companies	denise.stephenson@royalmail.com;	Confirmation	Email	Yes
	100 Victoria Embankment	house.	daniel.parry-jones@realestate.bnpparibas;			
	London		hitrotman@hotmail.co.uk			
	EC4Y 0HQ					

Universal Service Provider	Royal Mail Group	Address from Reg 11 and companies	denise.stephenson@royalmail.com;		Confirmation	Email	Yes	
	100 Victoria Embankment	house.	daniel.parry-jones@realestate.bnpparibas;					
		nouse.						
	London		hitrotman@hotmail.co.uk					
	EC4Y 0HQ							
The relevant water and se	awageundertaker							
		Address and some survey from	sPatience@anglianwater.co.uk;		Confirmation	E	N a a	
Anglian Water	Anglian Water	Address and company name from			Commation	Email	Yes	
	PO Box 4994	from Reg 11.	planningliaison@anglianwater.co.uk					
	Lancing							
	BN11 9AL							
Severn Trent Water	Severn Trent	Address and company name from				Post	Yes	
Seven ment water						1 030		
	PO Box 409	from Reg 11.						
	Darlington							
	DL1 9WF							
	Severn Trent Water Limited	Address and company name from				Post	Yes	
	Severn Trent Centre	companies house.			1			
	2 St John's Street							
	Coventry							
	CV1 2LZ				1			
Vorkshire Water		Addross from Dog 11 list and		stephanie.walden@yorkshirewater.co.uk	Responded to PINS	Poth	Voc	+
Yorkshire Water	Yorkshire Water	Address from Reg 11 list and		stephanie.waiden@yorksnirewater.co.uk	Responded to PINS	Both	Yes	
	Western House	companies house.			1			
	Western Way				1			
	Bradford				1			
	BD6 2LZ				1			
The relevant public gas tra								
Cadent Gas Limited	Cadent Gas Limited	Address from Reg 11 list and	Tom.Bowling@cadentgas.com;		s56 SHBEC	Email	Yes	
	Ashbrook Court Central Boulevard	companies house.	plantprotection@cadentgas.com;					
	Prologis Park		vicky.cashman@cadentgas.com					
			Vicky.cashinan@cadenigas.com					
	Coventry							
	CV7 8PE							
Energectics Gas Limited	Last Mile Gas Limited	Address from Reg 11 list and		hello@energetics-uk.com		Both	Yes	
0	Fenick House Lister Way	companies house, however, company						
	Hamilton International Technology Park	name has changed.						
	Glasgow							
	Scotland							
	G72 0FT							
Energy Assets Pipelines	Energy Assets Pipelines Limited	Address from Reg 11 list and		info@energyassetsnetworks.co.uk	s56 SHBEC	Both	Yes	
Limited	Ship Canal House	companies house.		intole chergy assersher works.co.ak	SSO STIDLE	both	103	
Linnited		companies nouse.						
	98 King Street							
	Manchester							
	M2 4WU							
ES Dipolinos Ltd		Addross from Dog 11 list and				Post	Yes	
ES Pipelines Ltd	ES Pipelines	Address from Reg 11 list and			1	Post	1105	
	Bluebird House					1	103	
		companies house.						
	Mole Business Park	companies house.						
	Mole Business Park	companies house.						
	Mole Business Park Leatherhead	companies house.						
	Mole Business Park Leatherhead Surrey	companies house.						
	Mole Business Park Leatherhead Surrey KT22 7BA							
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd	Address from Reg 11 list and	info@espug.com		Confirmation	Email	Yes	
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd	Address from Reg 11 list and	info@espug.com		Confirmation	Email		
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House		info@espug.com		Confirmation	Email		
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park	Address from Reg 11 list and	info@espug.com		Confirmation	Email		
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead	Address from Reg 11 list and	info@espug.com		Confirmation	Email		
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey	Address from Reg 11 list and	info@espug.com		Confirmation	Email		
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom	Address from Reg 11 list and	info@espug.com		Confirmation	Email		
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom	Address from Reg 11 list and	info@espug.com		Confirmation	Email		
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA	Address from Reg 11 list and companies house.	info@espug.com			Email	Yes	
ESP Connections Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd	Address from Reg 11 list and companies house. Address from Reg 11 list and	info@espug.com		Confirmation	Email		
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House	Address from Reg 11 list and companies house.	info@espug.com			Email	Yes	
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park	Address from Reg 11 list and companies house. Address from Reg 11 list and	info@espug.com			Email	Yes	
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House	Address from Reg 11 list and companies house. Address from Reg 11 list and	info@espug.com			Email	Yes	
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead	Address from Reg 11 list and companies house. Address from Reg 11 list and	info@espug.com			Email	Yes	
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey	Address from Reg 11 list and companies house. Address from Reg 11 list and					Yes	
ESP Networks Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.	info@espug.com		Confirmation	Email	Yes	
	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Electricity Group Ltd	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.					Yes	
ESP Networks Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation		Yes	
ESP Networks Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Electricity Group Ltd Bluebird House	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation		Yes	
ESP Networks Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Electricity Group Ltd Bluebird House Mole Business Park	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation		Yes	
ESP Networks Ltd	Mole Business ParkLeatherheadSurreyKT22 7BAESP Connections Ltd1st Floor, Bluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird HouseMole Business ParkLeatherheadSurreyUnited KingdomKT22 7BAESP Networks Group LtdBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BAESP Electricity Group LtdBluebird HouseMole Business ParkLeatherheadSurreyKT22 7BA	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation		Yes	
ESP Networks Ltd	Mole Business Park Leatherhead Surrey KT22 7BA ESP Connections Ltd 1st Floor, Bluebird House Mole Business Park Leatherhead Surrey United Kingdom KT22 7BA ESP Networks Group Ltd Bluebird House Mole Business Park Leatherhead Surrey KT22 7BA ESP Electricity Group Ltd Bluebird House Mole Business Park	Address from Reg 11 list and companies house. Address from Reg 11 list and companies house. Address from Reg 11 list and companies house.			Confirmation		Yes	

	Fulcrum Pipelines Limited	Address from Reg 11 list and	connectionrequest@fulcrum.co.uk;		Confirmation	Email	Yes	
l'ulei uni ripennes Linneu						Lindii	105	
1	2 Europa View	companies house.	FPLPlant@fulcrum.co.uk					
	Sheffield Business Park							
	Sheffield							
	United Kingdom							
	S91 1XH							
Harlaxton Gas Networks	Harlaxton Gas Networks Limited	Address from Reg 11 list and		info@harlaxtonenergynetworks.com	s56 SHBEC	Both	Yes	
Limited	Toll Bar Road	companies house.						
	Marston							
	Grantham							
	Lincs							
	United Kingdom							
	NG32 2HT							
GTC Pipelines Limited	GTC Pipelines Limited	Address from Reg 11 list and		info@gtc-uk.co.uk	Website	Both	Yes	
	Energy House	companies house.		inter actional		both		
	Woolpit Business Park	companies nouse.						
	Windmill Avenue							
	Bury St. Edmunds							
	England							
Independent PL 1	IP30 9UP			lafe O the silver of		D-ti	V.	
Independent Pipelines	Independent Pipelines Limited	Address from companies house. Reg11		info@gtc-uk.co.uk	GTC Website	Both	Yes	
Limited	Energy House	list said Synergy House rather than						
	Woolpit Business Park	Energy House.						
	Windmill Avenue							
	Bury St. Edmunds							
	England							
	IP30 9UP							
Indigo Pipelines Limited	Indigo Pipelines Limited	Address from Reg 11 list and			Confirmation		Yes	
	15 Diddenham Court	companies house.						
	Lambwood Hill							
	Grazeley		enquiries@indigopipelines.co.uk			Email		
	Reading							
	England							
	RG7 1JQ							
Last Mile Gas Limited	Last Mile Gas Limited	Address from companies house.		plantenquiries@lastmile-uk.com	s56 SHBEC	Both	Yes	
Last White Gas Enhited	Fenick House	Address from companies house.		plantenquines@lastimic_ak.com	350 STIDEC	both	103	
	Lister Way							
	Hamilton International Technology Park							
	Glasgow							
	Scotland							
	United Kingdom							
	G72 0FT							
Murphy Gas Networks	Murphy Gas Networks	Address from Reg 11 list and		mail@murphygroup.co.uk	s56 SHBEC	Both	Yes	
Limited	Hiview House	companies house.						
	Highgate Road							
1	London							
	United Kingdom							
	United Kingdom NW5 1TN							
Quadrant Pipelines Limited	United Kingdom	Address from Reg 11 list and		info@gtc-uk.co.uk	GTC Website	Both	Yes	
Quadrant Pipelines Limited	United Kingdom NW5 1TN Quadrant Pipelines Limited	Address from Reg 11 list and companies house.		info@gtc-uk.co.uk	GTC Website	Both	Yes	
Quadrant Pipelines Limited	United Kingdom NW5 1TN			info@gtc-uk.co.uk	GTC Website	Both	Yes	
Quadrant Pipelines Limited	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit			info@gtc-uk.co.uk	GTC Website	Both	Yes	
Quadrant Pipelines Limited	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds			info@gtc-uk.co.uk	GTC Website	Both	Yes	
Quadrant Pipelines Limited	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England			info@gtc-uk.co.uk	GTC Website	Both	Yes	
	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP	companies house.	hox landandacquisitions@nationalgrid.com	info@gtc-uk.co.uk				
Quadrant Pipelines Limited	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com	info@gtc-uk.co.uk	GTC Website	Both	Yes	
	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand	companies house.	box.landandacquisitions@nationalgrid.com	info@gtc-uk.co.uk				
	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com	info@gtc-uk.co.uk				
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks	companies house. Address from LOS, Reg 11 list and	box.landandacquisitions@nationalgrid.com	info@gtc-uk.co.uk customer@sgn.co.uk				
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh	companies house. Address from LOS, Reg 11 list and companies house. Address from companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland	companies house. Address from LOS, Reg 11 list and companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland EH28 8TG	companies house. Address from LOS, Reg 11 list and companies house. Address from companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email Both	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland EH28 8TG Scotland Gas Networks	companies house. Address from LOS, Reg 11 list and companies house. Address from companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email Both	Yes	
National Grid Gas Plc	United Kingdom NW5 1TN I Quadrant Pipelines Limited Synergy House Windmill Avenue Woolpit Bury St. Edmunds England IP30 9UP National Grid Gas PLC 1-3 Strand London WC2N 5EH Scotland Gas Networks Axis House 5 Lonehead Drive Newbridge Edinburgh Scotland EH28 8TG Scotland Gas Networks Inveralmond House	companies house. Address from LOS, Reg 11 list and companies house. Address from companies house.	box.landandacquisitions@nationalgrid.com		Confirmation	Email Both	Yes	

Southern Gas Networks Pl		Address from companies house and		customer@sgn.co.uk	Website	Both	Yes	
	St Lawrence House	reg11 list.						
	Station Approach							
	Horley							
	Surrey							
	RH6 9HJ							
The relevant electricity ge								
Keadby Developments	Keadby Developments Limited	Address from LOS.				Post	Yes	
Limited	Sse Plc							
	Keadby Power Station Trentside							
	Keadby							
	Scunthorpe							
	DN17 3EF							
Keadby Generation Limited	d Keadby Generation Limited	Address from LOS.				Post	Yes	
	Keadby Power Station Trentside							
	Keadby							
	Scunthorpe							
	DN17 3EF							
Eclipse Power Networks	Eclipse Power Networks Limited	Address from Reg 11 list and		enquiries@eclipsepower.co.uk	s56 SHBEC	Both	Yes	
Limited	Olney Office Park	companies house.						
	1 Osier Way							
	Olney							
	Buckinghamshire							
	MK46 5FP		1					
Energy Assets Networks	Energy Assets Networks	Address from Reg 11 list and		info@energyassetsnetworks.co.uk	s56 SHBEC	Both	Yes	
Limited	Ship Canal House	companies house.						
	98 King Street							
	Manchester							
	United Kingdom							
	M2 4WU							
ESP Electricity Limited	ESP Electricity Limited	Address from Reg 11 list and			Confirmation		Yes	
	1st Floor	companies house.						
	Bluebird House							
	Mole Business Park							
	Leatherhead							
	Surrey							
	England							
	КТ22 7ВА		Vaughan.Carver@espug.com; info@espug.com			Email		
Fulcrum Electricity Assets	Fulcrum Electricity Assets Limited	Address from Reg 11 list and		enquiries@fulcrum.co.uk	s56 SHBEC	Both	Yes	
Limited	2 Europa View	companies house.						
	Sheffield Business Park							
	Sheffield							
	England							
	S9 1XH					-		
Harlaxton Energy	Harlaxton Energy Networks Limited	Address from Reg 11 list and		info@harlaxtonenergynetworks.com	s56 SHBEC	Both	Yes	
Networks Limited	Toll Bar Road	companies house.						
	Marston							
	Grantham							
	Lincs							
	United Kingdom NG32 2HT							
Indopondent Dower	NG32 2H1 Independent Power Networks	Address from Reg 11 list and		info@gtc.uk.co.uk	GTC Website	Both	Voc	
Independent Power				info@gtc-uk.co.uk	GIC Website		Yes	
Networks Limited	Energy House Woolpit Business Park	companies house.						
	Windmill Avenue							
	Woolpit							
	Bury St. Edmunds							
	Suffolk							
	England							
Last Mila Elastrisity	IP30 9UP	Addross from Dog 11 list and		info@lactmila.uk.com		Dath	Vac	
Last Mile Electricity Limited	Last Mile Electricity Limited	Address from Reg 11 list and		info@lastmile-uk.com	s56 SHBEC	Both	Yes	
	Fenick House Lister Way	companies house. Company name was						
Linited	Hamilton International Technology Park	Energetics Electricity Network on Reg						
Linited	Glasgow	11 list.						
Linited		1						
	Scotland				1	1		
	Scotland G72 0FT							
Leep Electricity Networks	Scotland G72 OFT Leep Electricity Networks Limited	Address from Reg 11 list and				Post	Yes	
Leep Electricity Networks	Scotland G72 0FT Leep Electricity Networks Limited The Greenhouse	Address from Reg 11 list and companies house.				Post	Yes	
	Scotland G72 0FT Leep Electricity Networks Limited The Greenhouse Mediacityuk					Post	Yes	
Leep Electricity Networks	Scotland G72 0FT Leep Electricity Networks Limited The Greenhouse Mediacityuk Salford					Post	Yes	
Leep Electricity Networks	Scotland G72 0FT Leep Electricity Networks Limited The Greenhouse Mediacityuk					Post	Yes	

Murphy Power	Murphy Power Distribution Limited	Address from Reg 11 list and		mail@murphygroup.co.uk	s56 SHBEC	Both	Yes	
Distribution Limited	Hiview House	companies house.						
	Highgate Road							
	London							
	NW5 1TN							
The Electricity Network	The Electricity Network Company	Address from Reg 11 list and				Post	Yes	
Company Limited	Energy House	companies house.						
	Woolpit Business Park							
	Windmill Avenue							
	Woolpit							
	Bury St. Edmunds							
	Suffolk							
	England							
	IP30 9UP							
UK Power Distribution	UK Power Distribution Limited	Address from companies house.		newconnections@ukpowerdistribution.co.uk	s56 SHBEC	Both	Yes	
Limited	6500 Daresbury Park							
	Daresbury							
	Warrington							
	England							
	WA4 4GE							
	UK Power Distribution Limited	Address on Reg 11 list.				Post	Yes	
	22-26 King Street							
	Kings Lynn							
	Norfolk							
	PE30 1HJ							
Utility Assets Limited	Utility Assets Limited	Address from Reg 11 list and			s56 SHBEC		Yes	
	7 Laxton Close	companies house.						
	Attleborough			assetrecords@utilityassets.co.uk; asset.manage		Both		
	England							
	NR17 1QY							
Vattenfall Networks	Vattenfall Networks Limited	Address from Reg 11 list and			s56 SHBEC		Yes	
Limited	First Floor	companies house.						
	1 Tudor Street			idno.regulation@vattenfall.com		Both		
	London							
	EC4Y OAH							
Northern Powergrid	Northern Powergrid (Northeast) Limited	Address from Reg 11 list and	property@northernpowergrid.com		Confirmation	Email	Yes	
(Northeast) Limited	Lloyds Court	companies house.						
	78 Grey Street							
	Newcastle Upon Tyne							
	NE1 6AF							
Northern Powergrid	Northern Powergrid (Yorkshire) plc	Address from Reg 11 list and	property@northernpowergrid.com		Confirmation	Email	Yes	
(Yorkshire & North	Lloyds Court	companies house.						
Lincolnshire) plc	78 Grey Street							
	Newcastle Upon Tyne							
	NE1 6AF							
National Grid Electricity	National Grid Electricity Transmission PLC	Address from LOS and Companies	anne.holdsworth@nationalgrid.com;		Confirmation	Email	Yes	
Transmission Plc	1-3 Strand	House.	box.landandacquisitions@nationalgrid.com					
	London							
	WC2N 5EH							



APPENDIX 8.2: WHY SOME PRESCRIBED CONSULTEES NOT INCLUDED



Prescribed consultee	Reason why they were not consulted
The Welsh Ministers	Application not in Wales.
The Scottish Executive	Application not in Scotland.
The relevant Northern Ireland Department	Application not in Northern Ireland
The relevant Regional Planning Body	Removed by 2013 Regs.
The relevant Health Board	Application not in Scotland
The Scottish Environment Protection Agency	Application not in Scotland
The Commission for Architecture and the Built Environment	Removed by 2013 Regs.
The relevant Regional Development Agency	Removed by 2013 Regs.
The Equality and Human Rights Commission	Removed by 2013 regs.
The Scottish Human Rights Commission	Application not in Scotland.
The Commission for Sustainable Development	Removed by 2013 Regs.
The relevant AONB Conservation Boards	Only AONB potentially impacted by the Application is not managed by a Conservation Board. The relevant organisation (Lincolnshire Wolds Countryside Service) was, however, consulted a non-prescribed consultee.
Royal Commission on Ancient and Historical Monuments of Wales	Application not in Wales.



The Natural Resources Body for Wales (natural resources Wales)	Application not in Wales.
The Commission for Rural Communities	Removed by 2013 Regs.
Scottish Natural Heritage	Application not in Scotland.
The Scottish Fisheries Protection Agency	Application not in Scotland.
Transport for London	Application not in London.
The Passengers Council	Application not in Wales.
The Disabled Persons Transport Advisory Committee	Application not in Wales.
The Coal Authority	Application not within an area of past, present or future coal mining.
The Office of Rail Regulation and approved operators	Application not in Wales.
The Gas and Electricity Markets Authority (OFGEM)	Application not in Wales.
The Water Services Regulation Authority (OFWAT)	Application not in Wales.
The Water Industry Commission of Scotland	Application not in Scotland.
The relevant waste regulation authority	Application not in Wales.
The relevant local resilience forum	Application not in Wales.
The Natural Resources Body for Wales (Natural Resources Wales)	Application not in Wales.

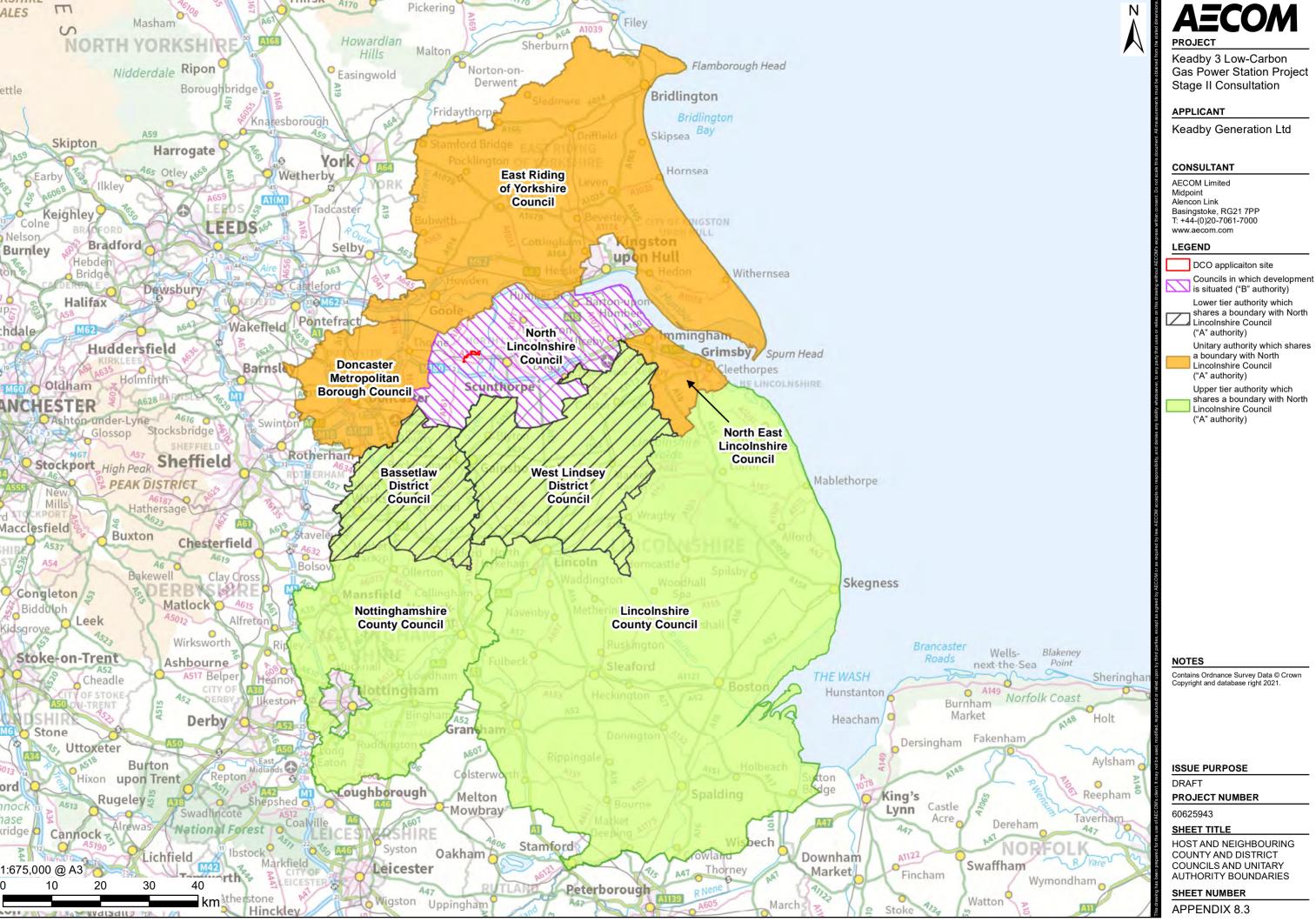


The relevant local health board	Application not in Wales.
The National Health Service Trusts	Application not in Wales
The Office of Nuclear Regulation (ONR)	Application does not affect matters relevant to ONR purposes.



APPENDIX 8.3: LOCAL AUTHORITY MAP







APPENDIX 8.4: SECTION 44 LIST

Salutation	Interested Party	Land Title	Land Description	Notes	E-mail address
The Company Secretary	Airwave Solutions	N/A	N/A	Utility only. Confirmed mast in proximity to scheme	2
	Nova South 160 Victoria Street			could potentially be affected by signal blockage.	
	London				
	SW1E 5LB				
	Holly Hall Farm	HS248136	The Hollies Farm, Trentside, Keadby (DN17 3EF)		
	Trentside				
	Keadby Scunthorpe				
	DN17 3EF				
	The Estate Office	HS350339	land lying to the north and north west of Chapel Lane,		
	Castlethorpe Court		Keadby		
	Castlethorpe	HS355540			
	Brigg		Land to the north west of Chapel Lane, Keadby		
	DN20 9LG				
	Angela Way	HS289805	Land on the North West side of Keadby Junction, Althorpe		
	Crebane Farm				
	Crebane Lane				
	Denbigh				
	LL16 5NU				
	Vazon Bridge	HS301232	land at Vazon, Swingbridge House, Keadby	Access only.	
	Keadby				
	Scunthorpe	HS262395			
	DN17 3ER				
The Company Secretary	Associated Waterway Services Limited	HS111859	land and buildings on the west side of Trent side and land		
	17-27 Queen's Square		and buildings on the north east side of Station Road,		
	Middlesbrough		Keadby		
	TS2 1AH				
The Company Secretary	Barclays Security Trustee Limited	HS248136	The Hollies Farm, Trentside, Keadby (DN17 3EF)		
	1 Churchill Place				
	London				
	E14 5HP				
The Company Secretary	British Telecommunications Public Limited Company	N/A	Land at Keadby Power Station and Keadby Common,	Utility only.	networkalterat
	81 Newgate Street		Keadby, Scunthorpe		
	London				
	EC1A 7AJ				

SS	
rationsuk@openreach.co.uk	

The Chief Executive	Canal & River Trust	HS111859	land and buildings on the west side of Trent side and land		
	First Floor North Station House 500 Elder Gate	HS346550	and buildings on the north east side of Station Road, Keadby		
	Milton Keynes	1133-0550	Readby		
	MK9 1BB	HS357238	foreshore and bed of the River Trent, Keadby		
		HS357260	part of Stainforth and Keadby Canal on the south side of		
		HS358362	Bonnyhale Road, Ealand, Scunthorpe		
		HS358419	part of Stainforth and Keadby Canal on the south side of Bonnyhale Road, Ealand, Scunthorpe		
		HS359356	part of Stainforth and Keadby Canal lying to the south east of North Pilfrey Farmhouse, Ealand, Scunthorpe		
		HS379082			
		HS379084	part of Stainforth and Keadby Canal lying to the north of Grange Farm, Keadby, Scunthorpe		
			part of Stainforth and Keadby Canal lying to the south east of Vazon, Swingbridge House, Keadby, Scunthorpe		
			Land at Stainforth And Keadby Canal, Keadby, Scunthorpe		
			Land at The Stainforth And Keadby Canal, Trentside, Keadby, Scunthorpe		
	David Glew Harvest Lodge	HS348640	Salisbury House Farm, Keadby (DN17 3EY)		
	Main Street				
	Althorpe				
	Scunthorpe				
	DN17 3HJ	115205022	Usuthanse Usua, Changliang, Kagila, Southanse		
	Donna Wall c/o Susan McCann	HS385923	Hawthorne House, Chapel Lane, Keadby, Scunthorpe (DN17 3EN)		
	Holly House				
	Chapel Lane				
	Keadby				
	Scunthorpe				
	DN17 3EN				
The Chief Executive	Environment Agency Waterside Drive	HS357099	land at Keadby, Scunthorpe land lying to the west of Chapel Lane, Keadby, Scunthorpe		
	Almondsbury	HS357580	land at Keadby Junction, Chapel Lane, Keadby, Scunthorpe		
	Bristol	110007000	part of Stainforth and Keadby Canal lying to the south east		
	BS32 4UD	HS357811	of Vazon, Swingbridge House, Keadby, Scunthorpe		
			land at River Torne, land at Hatfield Waste Drain, land at		
		HS359356	Three Rivers, land at North Engine Drain and land at South		
		116271000	Engine Drain, Crowle, Scunthorpe		
		HS371900	Land at Hatfield Waste Drain, Land at North Engine Drain, Land at River Torne and Land at Three Rivers, Crowle		
		HS372002	Land at Stainforth And Keadby Canal, Keadby, Scuthorpe		
		HS379082			
The Company Secretary	Glew J R Junior & Co Limited	N/A	Salisbury House Farm, Keadby (DN17 3EY)	Tenant	
The Company Secretary	3 Ferry Road	N/A	Salisbury House Farm, Keadby (DN17 3EY)	Tenant	
Fhe Company Secretary		N/A	Salisbury House Farm, Keadby (DN17 3EY)	Tenant	



				1	1
	Jonathan Belton Wright	HS323088	Pilfrey Farm, Crowle, Scunthorpe (DN17 4DH)		
	South Pilfrey Farm	115222000	Constant Kardha Constituent		
	Crowle	HS323090	Grange Farm, Keadby, Scunthorpe		
	Scunthorpe DN17 4DH				
	Julie Ellen Albans	HS280538	Land on the west side of Trentside, Keadby		Using same e-
	Glandborn	115260558	Land on the west side of frentside, keadby		
	North End				
	Keadby				
	Scunthorpe				
	DN17 3EY				
The Company Secretary	Mammoet UK Limited	Unregistered	Land at Keadby Wharf, north of Stainforth and Keadby		
, , ,	Beatrix House		canal swing bridge and south of Trent Side (B1392),		
	Tyne View Terrace		Keadby		
	Wallsend				
	NE28 6SG				
The Company Secretary	Metro Bank plc	HS280538	Land on the west side of Trentside, Keadby		
	One Southampton Row				
	London				
	WC1B 5HA				
The Company Secretary	National Grid Electricity Transmission PLC	HS183671	Land on the South side of Chapel Lane, Keadby		
	1-3 Strand				
	London	HS211933	Land and Buildings on the East and West side of Chapel		
	WC2N 5EH		Lane, Keadby		
		HS212115			
			Keadby Power Station, Trentside, Keadby, Scunthorpe		
		HS221644	(DN17 3EF)		
		115240425	hand an the Frederick of Changel Lange Weath		
		HS248136	land on the East side of Chapel Lane, Keadby		
		HS288642	The Hollies Farm, Trentside, Keadby (DN17 3EF)		
		115200042			
		HS293828	Foreshore and bed of River Trent, Keadby		
		1.0200020			
		HS308249	Land at the back of 76 Chapel Lane, Keadby, Scunthorpe		
		HS346550	land at Keadby, Scunthorpe		
		HS348640	foreshore and bed of the River Trent, Keadby		
		HS350339	Salisbury House Farm, Keadby (DN17 3EY)		
		HS355540	land lying to the north and north west of Chapel Lane,		
			Keadby		
		HS357580			
			Land to the north west of Chapel Lane, Keadby		
		HS357811			
			land lying to the west of Chapel Lane, Keadby, Scunthorpe		
The Company Secretary	National Grid Gas PLC	HS211933	Land and Buildings on the East and West side of Chapel		
	1-3 Strand		Lane, Keadby		
	London	HS212115			
	WC2N 5EH		Keadby Power Station, Trentside, Keadby, Scunthorpe		
		HS221703	(DN17 3EF)		
		HS308249	land lying to the east of Chapel Lane, Keadby		
		HS357099	land at Keadby, Scunthorpe		
			land at Keadby, Scunthorpe		

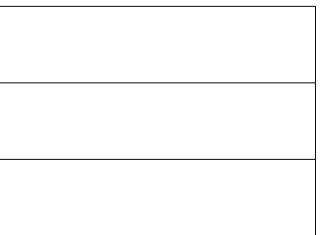
e-mail address as Nigel David Albans below.	

The Chief Executive	Network Rail Infrastructure Limited	Unregistered	part of railway, lying to the south east of North Pilfrey		
	Network Rail		Farmhouse, Ealand, Scunthorpe		
	1 Eversholt Street				
	London				
	NW1 2DN				
	Nigel David Albans	HS280538	Land on the west side of Trentside, Keadby		
	Glandborn				
	North End				
	Keadby				
	Scunthorpe				
	DN17 3EY				
The Chief Executive	North Lincolnshire Council	HS334213	Land on the east side of Trentside, Keadby		
	c/o Head Of Legal And Democratic Services				
	Pittwood House	HS346550	foreshore and bed of the River Trent, Keadby		
	Ashby Road				
	Scunthorpe				
	DN16 1AB				
	Northern Powergrid (Yorkshire) plc	HS111859	land and buildings on the west side of Trent side and land		
	Lloyds Court		and buildings on the north east side of Station Road,		
	78 Grey Street	HS183671	Keadby		
	Newcastle Upon Tyne				
	NE1 6AF	HS323088	Land on the South side of Chapel Lane, Keadby		
		HS323090	Pilfrey Farm, Crowle, Scunthorpe (DN17 4DH)		
		HS350339	Grange Farm, Keadby, Scunthorpe		
		HS358556	land lying to the north and north west of Chapel Lane,		
			Keadby		
			land on the south side of Chapel Lane, Keadby, Scunthorpe		
	Owen Peter Roe	HS167545	land lying to the west of Roe Farm, Keadby, Scunthorpe,	Access only.	
	Vazon Bridge		DN17 3ER		
	Keadby				
	Scunthorpe				
	DN17 3ER				
The Company Secretary	PD Port Services Limited	HS324544	land lying to the west of Trent Side, Keadby	Access only.	
	17-27 Queen's Square				
	Middlesbrough				
	TS2 1AH				
The Company Secretary	Pd Ports Properties Limited	HS383606	land lying to the west of Trentside, Keadby, Scunthorpe		
	17-27 Queen's Square				
	Middlesbrough				
	TS2 1AH				
The Company Secretary	Railway Wharf (Keadby) Limited	Unregistered	Land at Keadby Wharf, north of Stainforth and Keadby		
· · ·	Valley House		canal swing bridge and south of Trent Side (B1392),		
	Valley Farm		Keadby		
	North Lane				
	Swaby	HS392255	Land at Foreshore Of River Trent, Keadby, Scunthorpe		
	Alford				
	LN13 OBD				
	Raymond Radford	HS301232	land at Vazon, Swingbridge House, Keadby	Access only.	
	Vazon Bridge	_			
	Keadby	HS262395			
	Scunthorpe				
		1			1

The Company Secretary	RES Developments Limited	HS161629	Curlews Farm, Crowle		
	Beaufort Court				
	Egg Farm Lane Off Station Road	HS350339	land lying to the north and north west of Chapel Lane,		
	Kings Langley	110255540	Keadby		
	WD4 8LR	HS355540	Land to the north west of Change Lang Kandhy		
		116270707	Land to the north west of Chapel Lane, Keadby		
		HS370707	Land lying to the parth west of Change Lang Koadhy		
		HS371009	Land lying to the north-west of Chapel Lane, Keadby, Scunthorpe		
		113371003	Sculturope		
			Turbine Sites, Grange Farm, Keadby, Scunthorpe		
	Richard Glew	HS348640	Salisbury House Farm, Keadby (DN17 3EY)		
	Harvest Lodge				
	Main Street				
	Althorpe				
	Scunthorpe				
	DN17 3HJ				
	Richard Henry Strawson	HS350339	land lying to the north and north west of Chapel Lane,		
	Blyborough Hall		Keadby		
	Blyborough	HS355540			
	Gainsborough		Land to the north west of Chapel Lane, Keadby		
	DN21 4HB				
	Ruth Pauline Humphrey	HS293828	Land at the back of 76 Chapel Lane, Keadby, Scunthorpe		
	76 Chapel Lane				
	Keadby				
	Scunthorpe				
	DN17 3EL				
The Chief Executive	Scunthorpe Sea Cadets	N/A	land lying to the west of Roe Farm, Keadby, Scunthorpe,	Access only	
	Keadby Boat Station		DN17 3ER	Tenant	
	Chapel Lane				
	Keadby				
	DN17 2HG				
	Simon Alistair Maclean	HS248136	The Hollies Farm, Trentside, Keadby (DN17 3EF)		
	Holly Hall Farm Trentside				
	Keadby				
	Scunthorpe				
	DN17 3EF				
	Stephen Dent	N/A	Drainhead, North End, Keadby	Tenant	
	29 Neap House Road				
	Gunness				
	Scunthorpe				
	DN15 8TF				
	Stephen Glew	HS348640	Salisbury House Farm, Keadby (DN17 3EY)		
	Harvest Lodge				
	Main Street				
	Althorpe				
	Scunthorpe				
	DN17 3HJ				
The Chief Executive	The Crown Estate Commissioners	HS288642	Foreshore and bed of River Trent, Keadby		
	St James's Market				
	London				
	SW1Y 4AH				
The Chief Executive	The Isle of Axholme and North Nottinghamshire Water	HS360005	Drainhead, North End, Keadby		
	Level Management Board				
	Wellington House				
	Manby Park				
	Manby				
	Louth				
	LN11 8UU				

The Chief Executive	The Queen's Most Excellent Majesty In Right Of Her Crown	HS346550	foreshore and bed of the River Trent, Keadby		
	1 St James's Market				
	London SW1Y 4AH	HS358424	land adjoining The River Trent, Keadby, Scunthorpe		
	SWIT 4AH				
	Vivien Anne Wall	HS385923	Hawthorne House, Chapel Lane, Keadby, Scunthorpe		
	c/o Susan McCann		(DN17 3EN)		
	Holly House				
	Chapel Lane				
	Keadby				
	Scunthorpe				
	DN17 3EN				
The Company Secretary	W. H. Strawson (Notts.) Limited	HS161629	Curlews Farm, Crowle		
	The Farm Office Blyborough Hall				
	Blyborough				
	Gainsborough DN21 4HB				
The Company Secretary	Yorkshire Water	N/A	Land at Chapel Lane, Trent Side and Keadby Wharf,	Utility only	
	Western House		Keadby, Scunthorpe		
	Halifax Road				
	Bradford				
	BD6 2SZ				
The Chief Executive	Church Commissioners For England	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	Church House				
	Great Smith Street				
	London				
	SW1P 3AZ				
The Company Coerctory	Energy Access Crown Limited	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
The Company Secretary	Energy Assets Group Limited Ship Canal House	IN/A	N/A	Unable to fulle out of RLB due to no response to RFI	
	98 King Street				
	Manchester				
	M2 4WU				
The Company Secretary	Exterion Media (UK) Limited	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	7th Floor				
	Lacon House				
	84 Theobald's Road				
	London				
The Chief Executive	WC1X 8NL Highways England Company Limited	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	Bridge House	IN/A	N/A		
	1 Walnut Tree Close				
	Guildford				
	GU1 4LZ				
The Company Secretary		N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	991 Great West Road				
	Brentford				
	TW8 9DN				
The Company Secretary	Leep Water Networks Limited	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	The Greenhouse Mediacityuk				
	Salford				
	M50 2EQ				
The Company Secretary	Leep Networks (Water) Limited	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	The Greenhouse				
	Mediacityuk				
	Salford				
	M50 2EQ				

The Chief Executive	Natural England	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	County Hall				
	Spetchley Road				
	Worcester				
	WR5 2NP				
The Company Secretary	Severn Trent Water	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	Severn Trent Centre				
	2 St John's Street				
	Coventry				
	CV1 2LZ				
The Company Secretary	Vodafone Limited	N/A	N/A	Unable to rule out of RLB due to no response to RFI	
	Vodafone House				
	The Connection				
	Newbury				
	RG14 2FN				





APPENDIX 8.5: NON-PRESCRIBED CONSULTEES

Kead	by 3 5: Non Prescribed (voluntarily consu	lting these parties)				Confirmation' = gave email address for email service on this project. References to 'SHBEC S56' indicate a recent project we led the S56 notification for in May 2020 in North East Lincolnshire.			This will be completed once Table 4 is finalised. We may seek to send both letters in the same envelope/email if practical, and check contact addresses are consistent.
No		Verified Postal Address		Verfied email address received from s229 request	Unverified but acceptable e-mail addresses?	Email source Notes	E-mail, post or both?	EIA Reg 13 Body?	Receiving a S44 letter too?
	Lincolnshire Wildlife Trust	Lincolnshire Wildlife Trust Lincolnshire Wildlife Trust Banovallum House Manor House Street Horncastle Lincolnshire LN9 5HF	Address from website.		info@lincstrust.co.uk; CSterling@lincstrust.co.uk	Website	Email	No	No
	Greater Lincolnshire Local Economic Partnership	Greater Lincolnshire Local Economic Partnership Lancaster House 36 Orchard Street Lincoln LN1 1XX	Address from website.	greaterlincslep@lincolnshire.gov.uk		Confirmation	Email	No	No
	AONB (not run by a Conservation Board hence not a stat consultee)		Address from website.	aonb@lincswolds.org.uk		Confirmation	Email	No	No



APPENDIX 9.1: EXAMPLE s229 EMAIL

Dear Sir / Madam,

I am writing to check that this is the correct e-mail address to use for future formal and statutory correspondence in relation to the proposed application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project.

In particular:

- We understand you may be one of the following:
 - a person or body prescribed by the SoS under the Planning Act 2008 (PA 2008) and the APFP Regulations; or
 - a person or body who EP Waste Management (the Applicant) considers may have an interest in the Application.
- We are carrying out statutory pre-application consultation this winter before submitting the DCO application to the Planning Inspectorate (PINS) next year.
- Due to the latest government advice (<u>www.gov.uk/coronavirus</u>) and the potential for delays with post and changes to working patterns, it is not considered appropriate to rely on the default method (postal) and we would like to send you these electronically, if you consent to this.

I would therefore be grateful if you can reply to this e-mail by 3rd November 2020 to confirm if this is a suitable e-mail address or to provide an alternative.

Further details on the Project can be found here: <u>https://www.ssethermal.com/flexible-generation/keadby-3/</u>. PINS also publishes information on how its functions are affected during this time: <u>https://www.gov.uk/guidance/coronavirus-covid-19-planning-inspectorate-guidance</u>

Kind regards, Ellie McGrath PA



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

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



APPENDIX 9.2: EXAMPLE s229 REMINDER EMAIL

From:	Ellie Mcgrath
To:	england.contactus@nhs.net
Subject:	FW: Request under Section 229(1)(e) Planning Act 2008 for an address for electronic service of notices for the Keadby 3 Low Carbon Gas Power Station Project
Date:	30 October 2020 12:42:19

Dear Sir/Madam,

Following on from the below, I would be grateful if you could please provide a response.

Kind regards, Ellie McGrath PA



Chartered Surveyors & Town PlannersD: 020 7489 48376 New Bridge StreetT: 020 7489 0213Londonellie.mcgrath@dwdllp.comEC4V 6ABwww.dwdllp.comLinkedInLinkedIn

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From: Ellie Mcgrath

Sent: 20 October 2020 15:34

To: 'england.contactus@nhs.net' <england.contactus@nhs.net>

Subject: Request under Section 229(1)(e) Planning Act 2008 for an address for electronic service of notices for the Keadby 3 Low Carbon Gas Power Station Project

Dear Sir / Madam,

I am writing to check that this is the correct e-mail address to use for future formal and statutory correspondence in relation to the proposed application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project.

In particular:

- We understand you may be one of the following:
 - a person or body prescribed by the SoS under the Planning Act 2008 (PA 2008) and the APFP Regulations; or
 - a person or body who EP Waste Management (the Applicant) considers may have an interest in the Application.
- We are carrying out statutory pre-application consultation this winter before submitting the DCO application to the Planning Inspectorate (PINS) next year.
- Due to the latest government advice (<u>www.gov.uk/coronavirus</u>) and the potential for delays with post and changes to working patterns, it is not considered appropriate to rely on the default method (postal) and we would like to send you these electronically, if you consent to this.

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Kind regards, Ellie McGrath PA



 Chartered Surveyors & Town Planners
 D:

 6 New Bridge Street
 T:

 London
 ell

 EC4V 6AB
 www.

D: 020 7489 4837 T: 020 7489 0213 ellie.mcgrath@dwdllp.com www.dwdllp.com LinkedIn

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APPENDIX 9.3: EXAMPLE s42 LETTERS

Date: 23 November 2020 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com

Name Address

Also by email to: (email address)

Dear Sir/Madam,

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

STAGE 2 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

SSE Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS toward the end of Quarter 1 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents, including a Preliminary Environmental Information Report ('PEIR') Report and a Non-Technical Summary ('NTS'). If you are receiving this letter in hard copy (paper) then a USB stick containing these documents will be enclosed along with a paper Location Plan. If you are receiving

Partners

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



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this letter via e-mail then the body of the e-mail will contain a fileshare link to download the documents, and a PDF attachment of the Location Plan. The Consultation Documents, and the range of alternative methods of obtaining these, are described further toward the end of this letter.

Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Any comments and representations you may have on Keadby 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**. 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 'Duty to consult' 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 3.

Section 48 of the PA 2008 'Duty to publicise' 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 3 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 send a copy of that notice on the 'consultation bodies' and to any person notified to the applicant by the SoS under EIA Regulation 11(1)(c). No persons were notified to the Applicant under Regulation 11(1)(c).

You have also been identified as a consultation body for the purposes of EIA Regulation 13 and therefore a copy of the Section 48 Notice that is being published is appended to this letter.

The Applicant

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

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

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



The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares.

The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

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

- a carbon capture enabled power station, comprising a Combined Cycle Gas Turbine ('CCGT') with integrated cooling infrastructure and Carbon Capture Plant ('CCP'), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the 'Proposed Power and Carbon Capture ('PCC') Site');
- a natural gas pipeline from the existing National Grid Gas ('NGG') high pressure gas pipeline within the Project Site to supply the Proposed PCC Site, including an above ground installation ('AGI') for both NGG's and the Applicant's apparatus ('Gas Connection Corridor');
- electrical connection works to and from the existing National Grid 400kV Substation ('Electrical Connection Area to National Grid 400kV Substation') for the export of electricity;
- an electrical connection from the existing Northern Powergrid 132kV Substation ('Potential Electrical Connection to Northern Powergrid 132kV Substation') for supply of power to the PCC Site during start-up);
- water connection corridors, including:
 - a water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency ('Canal Water Abstraction Option');
 - in the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for Keadby 3, an intake to provide cooling and make-up water from the River Trent ('River Water Abstraction Option');
 - o disposal of used cooling water to the River Trent ('Water Discharge Corridor');
 - towns water connection pipeline from existing water supply within the Keadby Power Station Site for potable water;
- an AGI for connection to third party CO₂ export infrastructure, including compression facilities;
- permanent access to the Project Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;



- a new surface water drainage system comprising pond(s) and/or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - o temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - site preparation works;
 - pipeline and cable connections between parts of the Project Site;
 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - o a permanent laydown and turnaround area for maintenance;
 - o gatehouses, security and fencing; and
 - \circ lighting.

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible for obtaining the consents for the CO_2 pipeline and geological store.

Why is Keadby 3 needed?

The UK has legislated to cut greenhouse gas emissions (including CO_2) to 'Net Zero' by 2050. This will require a major transition in how we generate and use energy.

The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the Country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Consultation Documents

The following Consultation 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 Site (Ref. PEIR Figure 3.1);
- the PEIR and its NTS; and
- the Section 48 Notice that is being published.

These Consultation Documents along with the Statement of Community Consultation, a community newsletter, and other documentation are available to view of download free of charge from the Project Website: https://www.ssethermal.com/keadby3 from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: consultation@keadby3.co.uk and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Responding to the Consultation

Comments can be submitted in the following ways:

By email: consultation@keadby3.co.uk

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

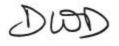
By telephone: Freephone 0800 211 8194 (This is a voicemail-based service and can be called 24 hours. Please leave your name and a telephone number)

Any comments and representations you may have on Keadby 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**.

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



Yours faithfully



DWD (Dalton Warner Davis LLP)

on behalf of SSE Generation Limited

Enclosures:

- Location Plan (paper, or PDF attached to e-mail)
- Section 48 Notice (paper, or PDF attached to e-mail)
- Other Consultation Documents (USB stick, or fileshare link in e-mail message body)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data for this Stage 2 Consultation

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice</u>.

Date: 23 November 2020 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com

Name Address

Also by email to: (email address)

Dear Sir/Madam,

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

STAGE 2 CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008

SSE Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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Partners

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



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

Section 42 of the PA 2008 'Duty to consult' 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.

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The Applicant

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

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

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wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the '**Proposed Power and Carbon Capture ('PCC') Site'**);

- a natural gas pipeline from the existing National Grid Gas ('NGG') high pressure gas pipeline within the Project Site to supply the Proposed PCC Site, including an above ground installation ('AGI') for both NGG's and the Applicant's apparatus ('Gas Connection Corridor');
- electrical connection works to and from the existing National Grid 400kV Substation ('Electrical Connection Area to National Grid 400kV Substation') for the export of electricity;
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- water connection corridors, including:
 - a water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency ('Canal Water Abstraction Option');
 - in the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for Keadby 3, an intake to provide cooling and make-up water from the River Trent ('River Water Abstraction Option');
 - o disposal of used cooling water to the River Trent ('Water Discharge Corridor');
 - towns water connection pipeline from existing water supply within the Keadby Power Station Site for potable water;
- an AGI for connection to third party CO₂ export infrastructure, including compression facilities;
- permanent access to the Project Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;
- a new surface water drainage system comprising pond(s) and/or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - o temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - site preparation works;
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 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - a permanent laydown and turnaround area for maintenance;
 - o gatehouses, security and fencing; and
 - \circ lighting.

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible obtaining t consents the CO₂ pipeline and geological store.



Why is Keadby 3 needed?

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The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the Country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Consultation Documents

The following Consultation 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 Site (Ref. PEIR Figure 3.1);
- the PEIR and its NTS; and
- the Section 48 Notice that is being published.



These Consultation Documents along with the Statement of Community Consultation, a community newsletter and other documentation are available to view of download free of charge from the Project Website: https://www.ssethermal.com/keadby3. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: consultation@keadby3.co.uk and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Responding to the Consultation

Comments can be submitted in the following ways:

By email: consultation@keadby3.co.uk

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

By telephone: Freephone 0800 211 8194 (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 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**.

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

Yours faithfully

DWD (Dalton Warner Davis LLP)

on behalf of SSE Generation Limited

Enclosures:

- Location Plan (paper, or PDF attached to e-mail)
- Other Consultation Documents (USB stick, or fileshare link in e-mail message body)



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What personal data will we (SSE Thermal) collect?

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

How we will use your personal data for this Stage 2 Consultation

We will use your personal data for the following purposes:

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

Our General Privacy Notice

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Date: 23 November 2020 Our Ref: 14592



By email to: (enter email address)

6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com

Dear Sir/Madam,

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

STAGE 2 CONSULTATION

SSE Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS toward the end of Quarter 1 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents, including a Preliminary Environmental Information Report ('PEIR') Report and a Non-Technical Summary ('NTS'). If you are receiving this letter in hard copy (paper) then a USB stick containing these documents will be enclosed along with a paper Location Plan. 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, and a PDF attachment of the Location Plan. The Consultation Documents, and the range of alternative methods of obtaining these, are described further toward the end of this letter.

Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and

Partners

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community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Any comments and representations you may have on Keadby 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**. Details of how to make comments/representations are provided toward the end of this letter.

Section 42 'Duty to consult'

Section 42 of the PA 2008 'Duty to consult' 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.

Although you/your organisation does not appear to fall within any of the categories of person specified in the PA 2008 and in regulations made pursuant to the PA 2008, the Applicant considers that you may still have relevant information to provide or have an interest in the Project and accordingly is consulting you as if you were a Section 42 person in order to seek your views.

The Applicant

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

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

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

The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares.

The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

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

 a carbon capture enabled power station, comprising a Combined Cycle Gas Turbine ('CCGT') with integrated cooling infrastructure and Carbon Capture Plant ('CCP'), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and



auxiliaries/ services, and natural gas receiving facility (all located in the '**Proposed Power and Carbon Capture ('PCC') Site'**);

- a natural gas pipeline from the existing National Grid Gas ('NGG') high pressure gas pipeline within the Project Site to supply the Proposed PCC Site, including an above ground installation ('AGI') for both NGG's and the Applicant's apparatus ('Gas Connection Corridor');
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Date: 23 November 2020 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com

Name Address

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STAGE 2 CONSULTATION IN ACCORDANCE WITH SECTION 42 'DUTY TO CONSULT' OF THE PLANNING ACT 2008

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It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS toward the end of Quarter 1 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

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Partners

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

Section 42 of the PA 2008 'Duty to consult' 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 that you may be an affected/potentially affected landowner or have an interest in lands that may be required for or affected by the Project. The Applicant therefore wishes to seek your views on their proposals for Keadby 3.

Your Interest in the Project Site

Further to a review of title and Land Registry information, the Applicant has identified that you may have an interest in land which falls within the Project Site.

Based on the Applicant's due diligence work undertaken to date, your interest in the land within the Project Site is considered to be in relation to the below:

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

Please refer to the Plan appended to this letter, which shows the extent of the Project Site edged in red, including all potentially affected land (potentially required for the Project) and which will include your interest.

If you would like assistance with identifying the land that may potentially be affected, please contact:

Greg Eacock (Land Referencer, Ardent Management)

Mobile: +44 (0)7824 112134

E: gregeacock@ardent-management.com

Whilst this information is considered up to date at the time of this consultation, the identification of interests in the land potentially affected by the Project is an ongoing process. This process will be finalised prior to the DCO application being submitted. However, if you think you no longer have an



interest in the land, please contact the Applicant using the details provided toward the end of this letter.

The Applicant

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Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Consultation Documents

The following Consultation 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 Site (Ref. PEIR Figure 3.1);
- the PEIR and its NTS; and
- the Section 48 Notice that is being published.

These Consultation Documents along with the Statement of Community Consultation, a community newsletter, and other documentation are available to view of download free of charge from the Project Website: https://www.ssethermal.com/keadby3. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: consultation@keadby3.co.uk and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Responding to the Consultation

Comments can be submitted in the following ways:

By email: co.uk co.uk

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



By telephone: Freephone 0800 211 8194 (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 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**.

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

Yours faithfully

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

Enclosures:

- Location Plan (paper, or PDF attached to e-mail)
- Other Consultation Documents (USB stick, or fileshare link in e-mail message body)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data for this Stage 2 Consultation

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice/</u>



APPENDIX 9.4: EXAMPLE EMAIL

From:	Ellie Mcgrath	
To:	<u>"communications@jncc.gov.uk"</u>	
Subject:	The Keadby 3 Low Carbon Gas Power Station Project: Consultation under Section 42 of the Planning Act 2008	
Date:	24 November 2020 16:01:26	
Attachments:	26 Joint Nature Conservation Committee.pdf	
	Keadby 3 - Section 48 Notice.pdf	
	<u>Keadby 3 - Stage 2 Consultation - Location Plan.pdf</u>	

Good afternoon, communications@incc.gov.uk

Please see letter, location plan and Section 48 notice attached, and further enclosures available to download securely from: <u>https://dwd.ctit.co/url/keadby3consultation</u>.

Any consultation response or representation should be sent to <u>consultation@keadby3.co.uk</u> or using the other contact methods listed in the letter before Wednesday 20th January 2021 at 5pm.

Kind regards Ellie McGrath PA



Chartered Surveyors & Town PlannersD: 020 7489 48376 New Bridge StreetT: 020 7489 0213Londonellie.mcgrath@EC4V 6ABellie.mcgrath@

D: 020 7489 4837 T: 020 7489 0213 ellie.mcgrath@dwdllp.com www.dwdllp.com LinkedIn

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

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



APPENDIX 9.5: REMINDER EMAIL

From: Cc: Bcc:

Subject:

Date:

Good afternoon,

Further to our e-mail on 23 November 2020 regarding the Keadby 3 Low Carbon Gas Power Station Project Stage 2 Consultation in accordance with Section 42 'Duty to Consult' of the Planning Act 2008 this is a polite reminder that any comments and representations you may have should be submitted to this e-mail address **no later than 5pm tomorrow (Wednesday 20 January 2021)**.

Kind Regards,

Keadby 3 Project Team



APPENDIX 9.6: CONSULTATION RESPONSES

Date	Respondent	Response
24/11/20	Openreach	Thank you for your enquiry which has been received by the Openreach Network Alteration Team, we aim to register your enquiry
	networkalterationsuk@openreach.co.uk	number
		New here the set is a supervised on the birth work of the set of the
		Please be advised, we are currently experiencing high work volumes and we may take a little longer to come back to you. We are respond as soon as possible.
		· If you are building a new Development, please register your site with our NewSites Team here https://www.ournetwork
		registration.aspx
		If you would like the location of Openreach apparatus marked up on site, please email your request to: <u>cbyd@openreac</u>
		 If you are carrying out demolition works and/or require the isolation of network apparatus known to be redundant on your palaestics.
		 <u>Relocation Team</u> If you are reporting damage then please call Tel: 0800 023 2023 Or for out of hours please email: <u>damagedcu@openread</u>
		If your work has already commenced, please be aware of the following:
		SPECIAL REQUIREMENTS WHEN WORKING IN THEVICINITY OF OPENREACH APPARATUS
		1. In this special requirement the following terms shall have these meanings assigned to them:-
		 a) "Company" means Openreach – a BT Group Company b) "Company Representative" means the staff of Openreach, or its authorised representatives or Agents
		 c) "Apparatus" means all boxes, cabinets, poles and plant including any associated cabling and/or ducting owned by O
		2. All works in the public highway are subject to the New Roads and Street Works Act 1991, and the Promoter of the work
		Apparatus. The "highway" includes carriageway, verges, footpaths, etc.
		3. Before commencing any work, or the moving of heavy plant or equipment over any portion of the site, the contractor sh
		rented by the Company, within the site, with the Company Representative, who can be contacted for free on site assistant
		:-
		E-mail : <u>cbyd@openreach.co.uk</u>
		Seven working days' notice is required.
		(Office hours: Monday to Friday 08:00 to 17:00)
		Further information is available at:
		https://www.ournetwork.openreach.co.uk/locating-our-network.aspx?utm_source=locatingournetworkfurl&utm_mediu
		Compliance with the above requirements does not relieve the Contractor of any of his obligations under the Contract.
		4. Apparatus maps are also available at: <u>https://www.ournetwork.openreach.co.uk/locating-our-</u>
		network.aspx?utm_source=locatingournetworkfurl&utm_medium=furl&utm_campaign=locatingournetwork+furl
		5. Where such details show that the works or the movement of plant or equipment may endanger the Apparatus, the Cont
		days' notice of the date on which it is intended to commence such works or the movement of plant or equipment in orde
		indicated by markers to be supplied by the Company and placed by the Contractor under supervision of the Company Rep
		Apparatus, particularly surface running cable, is adequately protected from damage and the Engineer shall approve such
		C In the event of a Company marker being disturbed for any reason it shall not be replaced other than in the event positio
		6. In the event of a Company marker being disturbed for any reason it shall not be replaced other than in the exact positio
		carried out at the direction and under the supervision of the Company Representative.
		7. The Contractor shall take particular care in relation to the protection of Apparatus, where such Apparatus includes the p
		cabling. The Contractor shall make every effort to avoid the disturbance of the Company's network which, if damaged, ca
		every effort to avoid the disturbance of Apparatus more than is absolutely necessary for the completion of the works in a

within 5 working days and issue you with a reference

are working hard to bring the volumes down and will

k.openreach.co.uk/property-developers/site-

<u>ch.co.uk</u> your site, then please contact the <u>External Network</u>

<u>ch.co.uk</u>

Openreach.

k is legally responsible to bear the cost of safeguarding

hall confirm details of the apparatus, owned, leased or nce during office hours, prior to commencement of works

um=furl&utm_campaign=locatingournetwork+furl

ntractor must give the Company Representative at least 7 er that the presence of any sub-surface Apparatus can be epresentative. The Contractor shall ensure that all n protective measures.

on and to its former depth unless the repositioning is

presence within the site of optical fibre and/or co-axial an prove costly to reinstate. The Contractor shall make accordance with the Contract.

		 For consultations on Development Management, we will respond within 21 days from the receipt of your email. For consultations on Development Plans, we will respond within 6 weeks from the receipt of your email.
24/11/20	Natural England <u>consultations@naturalengland.org.uk</u>	Dear Sir or Madam Thank you for contacting <u>Natural England</u> . We will action your request as follows:
24/11/20	Canal and River Trust Susannah.Rackstraw@canalrivertrust.org.uk	Thank you for your e-mail. During the current COVID-19 pandemic and in line with government guidance to fight the pandemic and note that the Estates team still has very stretched resources and there is likely to be a delay in responding. Thank you for your patients of the pandemic and there is likely to be a delay in responding.
		11. In the event of any damage whatsoever to Apparatus the Contractor must immediately inform BT and report the occurrent
		10. For Frame and Covers that necessitate a change in level please contact the local office. If you wish to provide recessed fra Company's agreed supplier. The Contractor must be prepared to supply and install such frames and covers in future, and r maintenance.
		9. All Company manhole, joint box and/or other access points and chambers within the site shall be kept clear and unobstruany further equipment required by the Company for the maintenance of its Apparatus must be maintained at all reasonable footway type chambers are not specified for carriageway loading and will need to be adequately protected and/or demolia Representative where such chambers are likely to be placed at risk, either temporarily or permanently, from the movement Representative shall be given reasonable access to all Apparatus and chambers when required. Where OPENREACH install be treated as existing Apparatus for the purpose of these Special Requirements.
		The Contractor shall advise the Company Representative, in writing, in order that any special protective measures for the
		c) laser equipment within 10.0 meters of Apparatus
		b) explosives within 20.0 meters of Apparatus
		a) pile driving equipment within 10.0 meters of Apparatus
		If for completion of the works the Contractor intends using any of the following: -
		c) excavation is within 5.0 meters of Apparatus in unstable soil
		b) excavation is within 1.0 meter of Apparatus in stable soil
		a) excavation is deeper than the depth of cover of adjacent Apparatus
		8. All excavation adjacent to Apparatus is to be carried out by hand until the exact extent and/or location of Apparatus is kn used within 1.0 meter of Apparatus or 2.0 meters of any pole without the supervisory presence of a Company Representation, complete shuttering shall be used as directed by the Engineer if :-
		Where the 350/600mm depth of cover cannot be maintained the Contractor shall carry out the instructions of the Compa Where the required depth of cover cannot be maintained over cabling, such cables may have to be diverted.
		b) In carriageways 600mm, which is to be maintained.
		a) in footways 350mm, which is to be maintained
		intentions in order that he may supervise the works. The Contractor should note that the normal depth of cover for Appar

should be not less than 7 days, of the Contractor's paratus and ducts is as follows:-

bany Representative for the protection of the Apparatus.

known. Mechanical borers and/or excavators shall not be stative. To prevent any movement of Apparatus during

ne Apparatus affected may be arranged.

structed. Access for vehicles, winches, cable drums and/or nable times. The Contractor should particularly note the olished and rebuilt under supervision of a Company nent of plant and/or equipment on the site. The Company calls Apparatus during the works this new Apparatus shall

rames and covers they will have to be supplied by the d must supply names of who will be liable for future

rence as follows :-

nd keep peeople safe we have fewer staff working. Please atience.

		 For consultations from regulators relating to marine fisheries management we will respond within 21 days or within timel For marine licence applications (including self-service marine licence applications) we will respond within 28 days. If you have specified a different deadline or we agree a revised deadline with you, we will respond within the time specifie If you are applying for the Discretionary Advice Service, we will respond to you within 15 working days. If you are a member of the public, we will respond to your query within 10 working days from receipt of your email. If your consultation relates to a Tree Preservation Order, Advertisement Consent, Hedgerow Removal Notice or Listed Bui you will not receive a further response.
		If you do not receive a response from Natural England (or communication on a revised response date), we have no specific com Annex below.
		The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environment proposals to assist the decision making process. We advise local planning authorities to obtain specialist ecological or other environ impacts of development.
		We recommend that local planning authorities use Natural England's Site of Special Scientific Interest Impact Risk Zones (available consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals
		https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice https://www.gov.uk/guidance/developers-g proposals https://www.gov.uk/guidance/consulting-on-neighbourhood-plans-and-development-orders
24/11/20	Northern Powergrid Property@Northernpowergrid.com	Thank you for your e-mail. A member of the Property team will be in touch with you ASAP.
24/11/20	Environment Agency	Thank you for your email.
	annette.hewitson@environment-agency.gov.uk	Please note I will be out of the office until Thursday 26th November 2020 but will reply to your email as soon as I can on my return
		If you require an urgent response please resend your message to <u>Inplanning@environment-agency.gov.uk</u>
		Kind regards, Annette Hewitson Principal Planning Adviser
24/11/20	NHS	**THIS IS AN AUTOMATED RESPONSE**
	england.contactus@nhs.net	Dear Customer,
		Thank you for your email. We are currently receiving a higher than usual volume of emails so it may take us a little longer to respon the following information helpful.
		Please note: our normal working hours are 08:00 to 18:00 from Monday to Friday (excluding Bank Holidays). Emails received at the day.
		How can the Customer Contact Centre help me? NHS England commissions or buys primary care services; for example, GPs, dentists, opticians, and pharmacy services. We are also services, and some specialised services. We can provide advice about accessing, giving feedback or making a complaint about these You may be able to find the answer you are looking for in our Frequently Asked Questions< <u>https://www.england.nhs.uk/contact-u</u> share feedback or make a complaint. <u>https://www.england.nhs.uk/contact-us/complaint/</u>
		What if I have an enquiry or complaint about hospital care, NHS 111 or out-of-hours GP services? If your enquiry or complaint is about secondary care, this includes hospitals, NHS 111, mental health services, out-of-hours services will need to contact the organisation that provided the service. All hospitals have a Patient Advice and Liaison Service (PALS) https://www.nhs.uk/common-health-questions/nhs-services-and-treatments/what-is-pals-patient-advice-and-liaison-service/. Alt Commissioning Group (CCG). You can find their contact details on the NHS website <u>https://www.nhs.uk/Service-Search/Clinical%20</u>

nelines agreed with your Natural England primary contact.

ified or agreed.

Building Consent, there is no requirement to consult us and

mments to make. Please refer to our general advice in the

the proposals are not likely to result in significant impacts of the proposals are consistent with national and local mental value of sites and the impacts of development ronmental advice when determining the environmental

le on <u>Magic</u> and as a downloadable <u>dataset</u>) prior to Is is available on gov.uk at:

s-get-environmental-advice-on-your-planning-

ırn.

bond directly to your email. In the meantime, you may find

he weekend will not be reviewed until the next working

so responsible for prison healthcare, military health ese services. <u>t-us/how-can-we-help/</u>> and our website explains how to

ces and community services such as district nursing, you

Alternatively, you can contact your local Clinical 520Commissioning%20Group/LocationSearch/1

		Does the NHS England Customer Contact Centre provide medical advice?
		No. Our advisors are not clinically trained and are unable to provide medical advice. If you require emergency medical attention, di
		department if you are able to do so.
		If you require non-urgent medical advice please contact your GP, local walk-in or urgent healthcare centre, or call NHS 111. Calls ar
		How do I report a change of name or address?
		You should report a change of name or address to your GP practice so they can update their records. If your new address is outside
		register with a new GP practice. You should also advise your dentist or optician of a change of name or address as they keep their own records.
		fou should also advise your deficist of opticial of a change of hame of address as they keep their own records.
		Where can I find further information about NHS England?
		You can find information about NHS England and our work on our website <u>https://www.england.nhs.uk/about/</u>
		How do you use my information?
		NHS England's privacy notice explains how we use, share and store your personal information. You can find this on our website. htt
		NHS England Customer Contact Centre
24/11/20	Homes England enquiries@homesengland.gov.uk	Thank you for emailing Homes England Enquiries team, your email has been received and is currently being reviewed.
24/11/20	Civil Aviation Authority	Thank you for your enquiry to the Civil Aviation Authority (CAA).
	donotreply@caa.co.uk	We aim to respond as soon as possible. In some cases, we will need to seek specialist advice or forward your enquiry onto the most
24/11/20	Marine Management Organisation	This can sometimes take up to 20 working days. Thank you for your email sent to the Marine Licensing Business Support Team.
,,	marine.consents@marinemanagement.org.uk	
		Please treat this automated response as acknowledgement of your query.
		If you require case specific information and you have a marine licence or application/pre-application reference number, please con
		To check whether you require a marine licence, please use our Marine Licence interactive assistance tool.
		For assistance on generating coordinates for an application, please see our guidance on how to use Magic Map
24/11/20	Last Mile plantenguiries@lastmile-uk.com	Thank you for your e-mail request to obtain public utility information.
		We endeavour to fulfil your request 10 working days after your request has been opened and notified.
		Depending on the number of requests we receive daily we cannot always notify the requests the day they come in so please conta
		Please be aware that all utilities have 10 working days to reply as per Advice note 1 of RAUC(S) and plans cannot be released until
		MAJOR works may take longer due to the size/area of the plans required.
		A member of the Last Mile team will be in touch with you if the request has any missing information.
		Please be aware should further information be required, this may delay your response time.
24/11/20	Energetics	Thank you for your e-mail request to obtain public utility information.
	hello@energetics-uk.com	We endeavour to fulfil your request 10 working days after your request has been opened and notified.
		Depending on the number of requests we receive daily we cannot always notify the requests the day they come in so please contact
L		

, dial 999 or attend your local Accident and Emergency

are free from landlines and mobile phones.

ide the practice's catchment area you may be asked to

https://www.england.nhs.uk/contact-us/privacy-notice/

ost relevant area of the CAA to respond to you directly.

contact the relevant case officer direct.

ntact us if you have not had a reply within 14 working days.

til this time period has passed.

ntact us if you have not had a reply within 14 working days.

	Please be aware that all utilities have 10 working days to reply as per Advice note 1 of RAUC(S) and plans cannot be released until
	MAJOR works may take longer due to the size/area of the plans required.
	A member of the Last Mile team will be in touch with you if the request has any missing information.
	Please be aware should further information be required, this may delay your response time
Harlaxton	Thank you for your e-mail
mounanaxionenergynetworks.com	Please accept this e-mail as confirmation that your correspondence has been received and is currently being processed.
	For emergencies please call 0800 055 6288 or alternatively please e-mail emergency@harlaxtonenergynetworks.com
Utility Assets asset.manager@utilityassets.co.uk	Thank you for your email. This email address is for active enquiries where we have advised you of the presence of our plant. The as of the office.
	If your enquiry is for copies of our records showing the location of our plant, please resubmit your request to assetrecords@utilitya enquiry from this address.
	I will deal with any other enquiry on my return to the office. Please make sure you have quoted the reference number we supplied
Utility Assets asset.manager@utilityassets.co.uk	Thank you for recently contacting Utility Assets plant record department. We will check whether we have any plant present at you we own any plant in the vicinity.
	If we do not reply, we do not have any apparatus in the area of your works. However, PLEASE TAKE CARE when excavating around may be accurately shown. We recommend you use detecting equipment to map the site before excavating and fully comply with H have a record of its presence. The cable must be treated as live unless PROVEN DEAD by the cable owner. In case of emergency ple
	This is an automated reply from our dedicated asset records email address. If you receive further correspondence from us it will be reference number.
	Asset Manager - Utility Assets Ltd
Doncaster Metropolitan District Council TSI@doncaster.gov.uk	Please note that owing to current circumstances relating to Covid-19 there will inevitably be disruption to the day to day running or processing of planning and building regulation applications and other work areas. Officers are still working remotely and have full a essential Council services during this challenging time. We are confident our contingency plans enable us to operate effectively, bu other priorities if required. Public safety and Dangerous Structures remains the priority of our Building Control Team and the norm be followed. Thank you for your understanding.
West Lindsey District Council	Dear Customer,
Planning.Customer.Care@west-lindsey.gov.uk	Thank you for contacting the West Lindsey District Council Planning Customer Care service.
	This is an acknowledgement that we have received your email and if a response is required our standard is to provide you with a fu
	If you have any queries in the meantime please visit our website <u>www.west-lindsey.gov.uk</u> , or contact <u>customer.services@west-lin</u>
	Thank you for your enquiry
East Riding Council	This acknowledgement is to confirm your recent e-mail submission to <u>planning@eastriding.gov.uk</u> inbox, which will be actioned in
Network Rail Infrastructure	Please note that this inbox is no longer in use.
TownPlanningSE@networkrail.co.uk	
_	info@harlaxtonenergynetworks.com Utility Assets asset.manager@utilityassets.co.uk Utility Assets asset.manager@utilityassets.co.uk Doncaster Metropolitan District Council TSI@doncaster.gov.uk West Lindsey District Council Planning.Customer.Care@west-lindsey.gov.uk East Riding Council planning@eastriding.gov.uk

til this time period has passed.

asset manager looking after your project is currently out

tyassets.co.uk. You will not receive a response to your

ed in our response to you.

our site and contact you within 5 - 7 working days ONLY if

nd electricity cables in the event that not all cables present n HSG47. DO NOT assume that a cable is dead if you don't please contact your local electricity distribution company.

be from <u>asset.manager@utilityassets.co.uk</u> quoting a site

g of the Planning Service and this will include the Il access to emails but may be required to assist other but we may need to make difficult choices in relation to rmal reporting procedures in this regard should continue to

a full or partial response within 2 working days.

lindsey.gov.uk.

in due course. Thank you

	For Kent, Sussex and Wessex please send your emails to TownPlanningSouthern@networkrail.co.uk.
	For Anglia please send your emails to TownPlanningAnglia@networkrail.co.uk.
	For further information regarding Network Rail's routes, please click the link: https://www.networkrail.co.uk/running-the-railway/
NATS	NATS operates no infrastructure within 10km of the proposal site; accordingly we anticipate no impact on our
Sacha.Rossi@nats.co.uk	operations and have no comments to make on the S42 Consultation.
Last Mile	Thank you for submitting your recent plant enquiry.
plantenquiries@lastmile-uk.com	Based on the information provided, I can confirm that Last Mile does not have any plant within
	the area(s) specified in your request.
BT Open Reach	Thank you for your enquiry, this has now been registered on our systems with a reference of ACTS
kieron.2.davies@openreach.co.uk	846118
	A local Repayments engineer will contact you within 20 working days regarding your scheme.
	If you have not heard from a repayments engineer after 20 working days please do not hesitate to
	contact us again at Networkalterationsuk@openreach.co.uk Please quote the reference we have
	supplied and we will escalate to the appropriate office.
National Grid	Many thanks for your email. I will review the documentation and contact Greg if I have any questions.
Anne.Holdsworth@nationalgrid.com	
	Thank you for your recent correspondence. I can confirm that your enquiry is being dealt with and in the meantime I return your U
	I don't believe we any assets within your proposed works area.
	We're grateful to you for notifying us of your plans. I've passed your letters to our Asset Protection team for the area, to review, a
	we regrateral to you for nothying as or your plans. The passed your letters to our Asset Protection team for the area, to review, a
	If I can help in the meantime, please get in touch.
West Lindsey	Thank you for your communication in relation to the above which is now receiving attention.
Tom.Clayton@west-lindsey.gov.uk	
	Please quote the application reference number when contacting this office as it will help staff to assist you.
Cadent Gas	Thank you for your enquiry which was received on 30/11/2020.
PPRSTeam@cadentgas.com	Please note this response and any attached map(s) are valid for 28 days.
	An assessment has been carried out with respect to Cadent Gas Limited, National Grid Electricity Transmission plc's and National G
	not cover the items listed in the section "Your Responsibilities and Obligations", including gas service pipes and related apparatus.
	For details of Network areas please see the Cadent website (http://cadentgas.com/Digging-safely/Dial-before- you-dig) or the enc
	Are My Works Affected?
	Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by
	Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this applicat If the application is refused for any other reason than the presence of apparatus, we will not take any further action.
	Please let us know whether Plant Protection can provide you with technical or other information that may be of assistance to you
	riease let us know whether riant riotection can provide you with technical or other information that may be of assistance to you
	As your proposed activity is in close proximity to National Grid's Transmission assets we have referred your enquiry/consultation
	assessment. We request that you do not commence work or take further action with regards to your proposal until you hear fro
	from the date of this response. Please contact us at assetprotection@nationalgrid.com if you have not had a response within the
	Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Pla
	the apparatus is not affected by any of the proposed works.
	Your Responsibilities and Obligations
	The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your sch
	It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including lir contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design and
	Last Mile plantenquiries@lastmile-uk.com BT Open Reach kieron.2.davies@openreach.co.uk National Grid Anne.Holdsworth@nationalgrid.com Severn Trent Water Customer Relations, PO Box, 5310, Coventry, CV3 9FJ GTC and Quadrant plant.enquiries@bu-uk.co.uk Network Rail Infrastructure Alisha.Russell@networkrail.co.uk West Lindsey Tom.Clayton@west-lindsey.gov.uk Cadent Gas

y/our-routes

r USB stick.

and they'll be in touch shortly.

l Grid Gas Transmission plc's apparatus. Please note it does Is. nclosed documentation.

by the activities specified. ation.

u in the determination of the application.

tion to our Asset Protection team for further detailed from us. We will endeavour to contact you within 21 days this time frame.

Plant Protection before any works are carried out to ensure

cheduled activities at this location.

links are provided to all persons (either direct labour or d Management) Regulations.

· · · · · ·	
	This assessment solely relates to Cadent Gas Limited, National Grid Electricity Transmission plc (NGET) and National Grid Gas Transmission NOT include:
	 Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to Camust obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Plant Protection. Gas service pipes and related apparatus Recently installed apparatus Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.
	It is YOUR responsibility to take into account whether the items listed above may be present and if they could be affected by your p
	respect of these items can be found on either the National Grid or Cadent website.
	This communication does not constitute any formal agreement or consent for any proposed development work; either generally or easements or wayleaves nor any planning or building regulations applications.
	Cadent Gas Limited, NGGT and NGET or their agents, servants or contractors do not accept any liability for any losses arising under liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.
	If you require further assistance please contact the Plant Protection team via e-mail (click here) or via the contact details at the top
	Yours faithfully
	Plant Protection Team
	ASSESSMENT
	Affected Apparatus The apparatus that has been identified as being in the vicinity of your proposed works is:
	 National Gas Transmission Pipelines and associated equipment Electricity Transmission underground cables and associated equipment Electricity Transmission overhead lines Above ground electricity sites and installations
	As your proposal is in proximity to apparatus, we have referred your enquiry / consultation to the following department(s) for furth
	Image: Constraint of the second sec
	We request that you take no further action with regards to your proposal until you hear from the above. We will contact you within contact us if you have not had a response within this timeframe.
	Requirements
	BEFORE carrying out any work you must:
	Ensure that no works are undertaken in the vicinity of our gas pipelines and that no heavy plant, machinery or vehicles cro
	 has taken place. Refer to the attached cable profile drawings (if any) which provide details about the location of National Grid's high voltage Carefully read these requirements including the attached guidance documents and maps showing the location of apparatu Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal the road or footpath the relevant local authority should be contacted.

smission plc (NGGT) and apparatus. This assessment does

Cadent and/or National Grid's assets in private land. You

, etc.

r proposed activities. Further "Essential Guidance" in

or with regard to Cadent and/or National Grid's

er or in connection with this information. This limit on tation), breach of statutory duty or otherwise. This limit

op of this response.

ther assessment:

nin 28 working days from the date of this response. Please

ross the route of the pipeline until detailed consultation

age underground cables.

tus.

al rights (i.e. easements or wayleaves). If the works are in

	T	Ensure that all persons including direct labour and contractors working for the second s
		Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. The second services' and GS6 – 'Avoidance of danger from overhead electric power lines'.
		http://www.hse.gov.uk
		In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparat
		GUIDANCE
		High Pressure Gas Pipelines Guidance:
		If working in the vicinity of a high pressure gas pipeline the following document must be followed: 'Specification for Safe Working in
		Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties' (SSW22). This can be obtained from: http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968
		National High Pressure Gas Pipelines Guidance: http://www.nationalgrid.com/NR/rdonlyres/9934F173-04D0-48C4-BE4D- 8229482
		Dial Before You Dig Pipelines Guidance:
		http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33969
		Working Near National Grid Electricity Transmission equipment:
		If you are carrying out any work in proximity to an overhead line or any excavation that may be near an underground cable then pl
		that can be found at https://www.nationalgrid.com/sites/default/files/documents/8589935533-TGN%20287_Third%20party% 20guidance%20for%20working%20near%20NGET%20equipment.pdf Further guidance related to underground cables can also be f
		https://www.nationalgrid.com/sites/default/files/documents/8589936512- Excavating%20Safety%20Leaflet%20Electricity.pdf
		Standard Guidance
		Essential Guidance document:
		http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982
		General Guidance document:
		http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103
		Excavating Safely in the vicinity of gas pipes guidance (Credit card): http://www.nationalgrid.com/NR/rdonlyres/A3D37677-6641-4
		E89949052829/44257/ExcavatingSafelyCreditCard.pdf
		Excavating Safely in the vicinity of electricity cables guidance (Credit card): http://www.nationalgrid.com/NR/rdonlyres/35DDEC6D D607D05A25C2/44858/ExcavatingSafelyCreditCardelectricitycables.pdf
		Copies of all the Guidance Documents can also be downloaded from the National Grid and Cadent websites.
03/12/20	Health and Safety Executive <u>NSIP.Applications@hse.gov.uk</u>	HSE's land use planning advice
		Will the proposed development fall within any of HSE's consultation distances?
		According to HSE's records there is one major accident hazard pipeline within the indicated red line boundary for this nationally si
		in, 'Figure NTS1: Proposed Development Site Location Plan'
		As shown in document Preliminary Environmental Information (PEI) Report Non-Technical Summary dated November 2020
		Major accident hazard pipelines:
		1) HSE ref 7034, operated by National Grid PLC; 7 Feeder Eastoft / Keadby Power Station
		Based on the site layout as illustrated in, 'Figure NTS10: Indicative Proposed PCC Site Layout' as shown in document Preliminary E Technical Summary dated November 2020; HSE would not advise against this proposal

's apparatus follow the requirements of the HSE Guidance '. This guidance can be downloaded free of charge at

atus on site before any activities are undertaken.

in the Vicinity of Cadent and/or National Grid High

822D29C/51893/Above7barGasGuidance.pdf

please consult National Grid Technical Guidance Note 287

found at

-476C-9DDA-

6D-D754-4BA5-AF3C-

significant infrastructure project; as illustrated

Environmental Information (PEI) Report Non-

		Hazardous Substance Consent
		The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probab the Planning (Hazardous Substances) Act 1990 as amended. The substances, alone or when aggregated with others for which HSC are set out in The Planning (Hazardous Substances) Regulations 2015 as amended.
		HSC would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled
		Further information on HSC should be sought from the relevant Hazardous Substances Authority.
		Explosives sites
		HSE has no comment to make as there are no licensed explosives sites in the vicinity. Electrical Safety
		No comment from a planning perspective.
		During lockdown, please send any further communication on this project directly to the HSE's designated e- mail account for NSIP are currently unable to accept hard copies, as our offices have limited access.
09/12/20	GTC and Quadrant	We do not appear to have assets within your search location
	plant.enquiries@bu-uk.co.uk	
09/12/20	Last Mile plantenquiries@lastmile-uk.com	Thank you for submitting your recent plant enquiry.
00/42/20		Based on the information provided, I can confirm that Last Mile does not have any plant within the area(s) specified in your reques
09/12/20	Humberside Fire Rachel Mansell <u>rmansell@humbersidefire.gov.uk</u>	Many thanks for your recent e-mail which we received on 24 November 2020 regarding the above project.
		To assist our Service in updating our records and identifying the individual buildings on the site, I would be grateful if you could e-n their names.
09/12/20	Humberside Fire	Access for Fire Service
	Rachel Mansell <u>rmansell@humbersidefire.gov.uk</u>	It is a requirement of Approved Document B5, Section 16 Commercial Properties or B5, Section 11 for Domestic Premises that adec 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 provid
		Water Supplies for Fire Fighting
		Adequate provision of water supplies for fire fighting appropriate to the proposed risk should be considered. If the public supplies the provision of on-site facilities. Under normal circumstances hydrants for industrial unit and high risk areas should be located at compartment of 280m ² or more in the area is being, erected more than 100m from an existing fire hydrant, hydrants should be provide the normal the formation of the state of the provision of the provision of the area is being.
15/12/20	Civil Aviation Authority <u>Airspace@caa.co.uk</u>	Thank you for oversight of this planning application.
15/12/20	Ministry of Defence DIO-safeguarding-statutory@mod.gov.uk	 The CAA has no comments to make on the project itself but please see below for aviation related guidance or requirements. Thank you for consulting Defence Infrastructure Organisation (DIO) on the above proposed development. This application relates to areas. We can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.
17/12/20	Highways England Donna.Newsome@highwaysengland.co.uk	Thank you very much for consulting with Highways England on the Keadby 3 Power Station DCO. The proposed site is located in clo the Strategic Road Network (SRN). As such we commissioned our consultants to undertake a review of the Transport Assessment p there are some issues raised that will need to be resolved before we can be content that the impact of the development will not ha
		Task Overview The purpose of this Technical Memorandum [TM] is to review the Transport Assessment [TA] submitted by AECOM on behalf of SS Carbon Combined Gas Turbine [CCGT] at Keadby 3 [the site]. The development proposals lie in the vicinity of the existing Keadby Po

ably require Hazardous Substances Consent (HSC) under SC is required, and the associated Controlled Quantities,

led quantities set out in Schedule 1 of these Regulations.

SIP applications at nsip.applications@hse.gov.uk. We

lest.

e-mail a more detailed plan showing the buildings with

dequate access for fire fighting is provided to all buildings

vide a minimum carrying capacity of 24 tonnes.

ies are inadequate it may be necessary to augment them by at 90m intervals. Where a building, which has a provided within 90m of an entry point to the building and

s to a site outside of Ministry of Defence safeguarding

close proximity to M180 Junction 2, which forms part of t provided and the findings are attached. As you will see, have a detrimental impact upon the SRN.

SSE Generation Limited [the Applicant] in relation to a Low / Power Station, Trentside, Scunthorpe.

The proposed site is located close to M180 Junction 2, which forms part of the Strategic Road Network [SRN], hence the requirem
development proposals.
In August 2020, CH2M reviewed the TA Scoping prepared by AECOM (CH2M document reference AA.20.13.05 DevHU0050 TM00: 1) It is considered that AECOM will need to consider the AIL routing implications for M180 Junction 2 within the documentations for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction 2 within the documentation of the AIL routing implications for M180 Junction o
Highways England to take a view on the implications at the SRN;
2) For clarity, CH2M request for the timings of deliveries throughout the week and the shift patterns that the permanent st
assessment of the operational element of the proposed development can be undertaken;
3) This distribution and route assignment appear to be an appropriate distribution given the location of the development a
request this information to be provided in Excel format within the DCO application for verification;
4) No reference is made to the use of count data on the SRN, which leads CH2M to the conclusion that the SRN will not be justification will be required from AECOM as to why this is the case;
5) The transport documentation prepared as part of the DCO application should be compliant with DfT Circular 02/2013; ar
6) It is considered by CH2M that AECOM should liaise with the local authority on such matters and providing a list of comm
would support this.
Subsequently, AECOM supplied further correspondence regarding CH2M's comments, with CH2M providing further information i
completeness, these comments are replicated below:
Abnormal Loads - AECOM advise that they will give detailed consideration to this during the detailed design stage and th
Highways England Abnormal Loads Officers will be consulted. This is considered an appropriate approach and something that Hig
DCO process.
 Operational stage impacts - It is identified that the information requested by Highways England will be provided by the a England as further work is undertaken.
 Construction stage – distribution and assignment - The excel spreadsheet that was requested to verify the distribution and
the initial view tht we had come to with regards the distribution being reasonable.
Assessment of the SRN - AECOM has identified that due to the level of construction traffic, as compared to base SRN dat
low (circa 1.3% of total traffic) and that assessment of the SRN is considered necessary. While
o this daily view is welcome;
 AECOM point towards measures proposed including the preparation of a Construction Worker Travel Plan and Construct impact of the proposals; and
o Information is provided from google traffic to identify the typical traffic conditions at Junction 2.
information should also be afforded in relation to the impacts of the construction stage during the peak periods to ensure that
temporary) impacts in these peak periods. Such information will allow Highways England to confirm the intended approach and to
Construction Worker Travel Plan and Construction Traffic Management Plan.
Compliance with DfT Circular 02/2013 - AECOM recognize that the assessment needs to be compliant in this regard.
Committed developments - AECOM recognize the need to liaise with the Local Planning Authority in relation to the common
assessment. This TM reviews the issues in the TA in the orders in which they are presented, and a summary and conclusions are presented at t
Transport Assessment Review
The development proposals form part of the landholding of Keadby Power Station. It is stated that the current operational power 755MW CCGT power station and has been operating since 1996.
In addition, it is stated that following the grant of a variation to an existing Section 36 consent in 2016, construction of an 910MW
commenced in April 2019 on land adjacent to Keadby 1 Power Station. The construction of Keadby 2 Power Station is ongoing and
The development proposals are classed as a Nationally Significant Infrastructure Project [NSIP] and therefore following submissio
the Secretary of State, pursuant to the Planning Act 2008, on whether to grant a Development Consent Order [DCO].
The development proposals comprise a single CCGT unit achieving an electrical output capacity of up to 910MW onto the national
operate with a fully integrated post-combustion carbon capture and compression plant [CCP] installed such that the plant can be
Existing Conditions
Baseline Flows The TA states that the COVID-19 pandemic has had consequences for the applicant's proposed approach and ability to obtain rele
assessment. As such, it is stated that it has not been possible to conduct traffic counts given the restrictions on travel and thus sig
during the course of the pandemic, which has made obtaining representative traffic data difficult. This is accepted by CH2M.
As such and taking into consideration PINS Advice Note 7 (PINS 2020), the Applicant has agreed the proposed approach to the col
relevant consultation bodies via the TA Scoping Report. Traffic flow data has been collected on the following highway links within
ATC 1: 7-day Automatic Traffic Count [ATC] count on the A18 to the west of the development proposals access / constru-
ATC 2: 7-day ATC count on the A161 between the A18 and M180 Junction 2; ATC 2: 7 day ATC count on the A18 Station Read instruction the west of King Country V Bridges and
ATC 3: 7-day ATC count on the A18 Station Road immediately to the west of King George V Bridge; and

nent for Highways England to be consulted on the

1) which drew the following conclusions: ation prepared as part of the DCO application to enable

aff are likely to be working on to ensure that a robust

nd the surrounding area, however, for clarity, CH2M

assessed as within the DCO application. As such,

nd

itted developments is agreed with them, then CH2M

in an email, dated 16th September 2020. For

hat this will likely be secured via a requirement of the DCO. hways England will need to ensure is secured during the

applicant. This will need to be ensured by Highways

nd assignment has now been provided and this supports

a from the Webtris database, the temporary impacts are

tion Traffic Management Plan to manage down the traffic

appropriate consideration has been given to the (albeit o assist in steering specific requirements of the

mitted developments that need considering in the

the end of this TM.

r station, referred to as Keadby 1 Power Station is a

V CCGT power station (Keadby 2 Power Station) d is expected to be complete by Q1 2022. n of an application, would be the subject of a decision by

al electricity transmission network and will be designed to operated as a low carbon generating station.

evant environmental information for the purposes of this gnificantly lower levels of traffic on the road network

llection and presentation of baseline traffic data with the study area:

ction site access for Keadby 2 Power Station;

It is stated that ATCs 1 and 2 were undertaken between Wedenady Bin November and Tuesday 14th November 7017, ATC 3 was 19th MAX y 2015 and ATC, 1 and 3 counts are 3 years of deer, due to the Covid pandemic, it has been agreed that these a of the statesment. C374 was obtained from the Department for Transport and Tartific Statistics website. AECOM state that although ATC 1 2 and 3 counts are 3 years of deer, due to the Covid pandemic, it has been agreed that these a of the statesment. C374 were undertaken a storing the counts and the count of deer due to the Covid pandemic. It has been agreed that these as such, and panying due cognisance to QSAN's comments at covids has average wedday traff. Chows no hosh hits ATCOM states that the absence of growth between 2005 and 702 vaggests that traffic flows recorded at that time are likely to re- and on thasks, it is considered by ACOM that the count data available is forsult on agreeding for our to state being available, the use of the existing flows to states that are agreed to factors for the Count data being available, the use of the existing flows to states from TEMPED values. The TEMPED values provide to call growth factors have been agreed that covid and agreeding the covid states that the agreeding the covid states that the count data web and the to covid states that the covid states that a state and the covid states that the covid states that have exercised at the covid states that have exercised at the covid state that have exercised at the covid states that have exercised at the covid state and the covid state state at the covid state at the covid state at the covid state at the state at the covid state at the term and agree to agree and the covid state at the term and agree to agree and the term and the covid state at the term and	
15th May 2015 and ATE 4, undertaken in 2015, was obtained from the department for transport Road Traffic Statistics website. AECOM state that allowing ATE 1, 2 and 3 council are 3 years or older, does that could not be allowed that that allowed that allowed that that allowed that allowed that allowed that that allowed thallowed that allowed that allowed that allowed	 ATC 4: ATC count on the A18 High Levels Bank to the east of Tudworth Roundabout.
AfCDM state that although ATC 1, 2 and 3 ounds are 3 years or deter, due to the Conde pandemic, it has been agreed that these a of this assessment. CRAM stated at scoring that collecting new data traffic due to is not a value option, and that al one gas a robust by AECOM, that this is considered to be a pregnatic approxel. As also, and paring the conjenant to 16.2MP and 2013 and reveals that average weekding traffic flows on both his and or that backs, it is considered by ACOM that the count data available is nobult and approxing for use in bits assessment. CI count data being available, the use of the existing flows to enable to abust provide for use in bits assessment. CI count data being available, the use of the existing flows to enable to abust provide for use in bits assessment. CI count data being available, the use of the existing flows to enable to the count and applied to the counts, and traffic growth factors for provide localised growth factors for prographical areas. The local growth factors based on a principal read type within a rural area are shown in Table 2 within the TA. Having reviewed the the call areas that Persona linguiry Accident Data has been taken into consideration in line with current Department for Transport incidents that have occurred within the most recent five year period for which data is available. As such, it is stated that the range sourced from Crashing up collision Data is the fordingham dirage rondabout at the of the Hall. Which is welcomed. Area 1 AMB London 15 preass. At Tubuker Bondshat, Bondshat and Tubuker Bondshat and	
 of this assessment. CH2M stated at scoping that collecting neutral caparoxi. As such, and paying due cognisiance to DTXM's comments at a value option, and that as long at a obtain 2017 and the count data collectiva of the assessment. Explored the count data collectival of the assessment collectival of the ass	
 by AECDM, that this is considered to be a pagmatic approach. As such and paying due cognisance to CIVM's comments at scoring, analysis has been undertaken within the TA comparing traff. 2017 with the count data collected at the same locations. May 2015 and 2017 suggests that traff informs on both links AECDM, that takes that have link by count data available is robust and appropriated rouse in this assessment. CI count cate being available, the use of the exoting flows to establish a baseline is considered acceptable. To obtain 2020 baseline flows, the transform of the south and the available is robust and appropriated acceptable. To obtain 2020 baseline flows, the transform of the south and the available is robust and appropriated acceptable. The local growth factors for the page payhical areas. The local growth factors based on a participation and the consideration in line with current Department for Transport in indexide growth factors that the acceptable and the available is available. As such, it is stated that the range output for the south approximation to a south and the page output factors and the page output factors and the page output factors and the acceptable and output factors and the south many and a such and the south of the south and the south of the south and the south and the south and the south and the south of the south factors and the south the south and the south of the south and the south and the south of the south factors and the south and the south of the south and the south factors and the south and the south of the south and	
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	Station, located off the A18; and furthermore it is proposed that all construction HGVs and some Abnormal Indivisible Loads [AIL]

undertaken between Wednesday 13th May and Tuesday

are the best representative data available for the purposes st approach to deriving base flows is clearly demonstrated

ffic count data collected on the A18 and A161 in November ks have decreased slightly between 2015 and 2017. remain representative of typical local baseline conditions; CH2M considers that in the absence of up-to-date traffic

he area in which the Proposed Development is located vides a local adjustment to the National Trip End Model to

he growth factors, CH2M consider them acceptable for use

t (DfT) guidance, which requires analysis of any road traffic ge analysed in this case is 2015 to 2019 inclusive, with data

It is noted by CH2M that both M180 Junctions 1 and 2

incidents were considered slight in severity, with one

ehicle's path or speed, a failure to look properly and / or

dents was considered slight in severity. person's path or speed, a failure to look properly and / or

vehicle's path or speed, a failure to look properly and / or

sixteen were considered slight in severity, with seven as

ehicle's path or speed, a failure to look properly and / or

onsidered that there is an existing accident problem on the

y of up to 910MW onto the national electricity d as a low carbon generating station. activities are expected to be completed within three years. any time, it is considered necessary by AECOM to derive a

ing 36 months starting in Q3 2029 and ending Q3 2032 is as it provides an accurate assessment with relation to

ng construction site entrance used for Keadby 2 Power] deliveries would also use this entrance.

In addition, and as with the construction of Keadby 2 Power Station, it is anticipated that a Temporary Traffic Regulation Order [TTR construction site entrance to reduce the speed limit to 40mph. It is not considered by CH2M that the TTRO will have any implication Construction Generation
The TA states that the profile of construction workforce over the construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has been developed based on the indicative construction period has bee
applicant. It is considered by CH2M that a first principles approach to the trip generation of the construction element is the most ro It is stated that the estimated profile of workforce over the construction period for the development proposals is shown in Table 14 CCGT Plant (currently under construction) and the proposed Net Zero Teesside CCGT and CCP Plant (for which an application for a D 14 shows that the peak construction workforce is forecast to occur between months 20 and 21 when circa 1,300 workers are expect
construction and circa 500 workers associated with CCP construction).
Furthermore, in relation to traffic generation associated with construction workers, it has been assumed that 80% of workers will tr occupancy of 2 workers per vehicle and a further 20% will travel to the site by minibus, with an average occupancy of seven worker It is states that this assumption has previously been used as a basis for assessment within the Knottingley CCGT Power Station Trans consent in March 2015 and Eggborough CCGT Power Station which gained DCO consent in September 2018. AECOM consider this to be a realistic assumption given that the mode of arrival of construction workers can be controlled through t are likely to want to minimise their travel expenditure, particularly if having to pay for temporary accommodation. In addition, it is generation can be
managed and maintained through Travel Plan [TP] measures and the availability of on-site parking spaces.
It is considered by CH2M that the first principles approach taken to trip generation and modal split, based on previous examples, is It is stated within the TA that when this occupancy rate is applied to the workforce associated with construction of the developmen 20 and 21), the following daily car generations on a month-by-month basis result in a trip generation of an average two-way daily fle In addition, it is stated that the volume of construction HGVs on the network is predicted to be at its maximum of around 624 two-v
start of the construction period during Months 1 and 2. The TA explains that this is associated with the potential cut and fill of the to for geotechnical purposes. Furthermore, it is stated that during the remainder of the construction period, HGV movements will vary 60 out) from Month 18 to Month 29 of construction and 60 two-way vehicle movements for the remainder of the construction peri
When the total two-way construction vehicle traffic expected over the 36-month construction period is considered, Months 20 to 2 daily vehicle movements comprising 1,116 construction worker vehicle movements and 120 HGV movements. Daily Vehicle Profile during Peak Month
 The TA states that working hours on major construction sites tend to be long due to pressures of timescales and available light. The tends to be spread over the peak periods and outside of the traditional network peaks, rather than all falling in the traditional network To avoid congestion and delay; and
• To deliver the project in a compressed programme.
Within the TA, Table 16 sets out the percentage of daily inbound and outbound trips on an hour-by- hour basis and calculates total – 21), as established above. It is explained in the TA that the arrival and departure profile is based on the profile used for Eggboroug September 2018.
As such, at the peak of construction, it is expected by AECOM that there would be up to 60 HGV arrivals and 60 HGV departures per HGV movements per hour. Abnormal Indivisible Loads
The TA states that a number of AIL movements are expected during the construction programme; but the exact number and size / v construction methodologies and will be confirmed by AECOM post-consent.
In addition, it is stated that it is anticipated that delivery of AIL to the site will use the same routes as those currently being used for Keadby 2 Power Station; and furthermore, it is expected that the largest abnormal loads will be received at the Port of Immingham Wharf, which is included within the indicative order limits for the application. It is considered by CH2M that if this approach continu SRN.
In addition, it is stated that the smaller AILs are expected to be transported by road from Immingham Dock via M180 Junction 2 and either the perpendicular construction access or the skewed construction access off the A18 and then North Pilfrey Bridge.
The TA states that the existing AIL routes are established and proven route options and are considered suitable for the transportation Due cognisance is paid to AECOM's comments at scoping which stated that detailed consideration would be given to this issue at de explicitly consulted. This approach is welcomed and accepted by CH2M.
Operational Period The TA states that during the operational phase of the development proposals, up to circa 50 permanent operational roles would be similar shift pattern to existing Keadby Power Station staff, likely working a two shift system 07:00 – 19:00 and 19:00 – 07:00. Furthe working day between 09:00 and 17:00.
In addition, the TA states that routine maintenance will be planned and scheduled via the maintenance management system with m years; and these maintenance activities will require additional contractors to work on-site. AECOM also states that during an outage be on-site on any one day.

TRO] will be secured for the A18 in the vicinity of the ions for the SRN.

construction programme and through discussion with the robust approach and is welcomed.

14 and has been benchmarked against both the Keadby 2 a DCO is currently being prepared). It is noted that Table ected on-site (circa 800 workers associated with CCGT

travel to the site by private car, with an average ers per vehicle.

insport Assessment (June 2013) which gained DCO

h travel planning measures and that construction workers is stated that it is proposed that this level of traffic

is the appropriate methodology.

ent proposals at the peak month of construction (months flow of 1,116 vehicles.

o-way daily vehicle movements (312 in and 312 out) at the e top layer of ground within the Main Development Area ary with 120 two-way daily vehicle movements (60 in and eriod.

21 are to be the peak month of construction, with 1,236

nerefore, the arrival and departure of workers' vehicles work peak hours for a number of reasons as follows:

al vehicles for the peak month of construction (Month 20 ugh CCGT Power Station which gained DCO consent in

er day which equates to circa 5 inbound and 5 outbound

/ weight is not known at this stage and is based on specific

or the delivery of AIL associated with the construction of m and barged down the River Trent to Keadby Railway nues to be adopted then this will reduce the impact at the

nd then from the A161 to the A18, entering the site via

tion purposes required. detailed design stage, with Highways England being

be created; and it is anticipated that staff would work a thermore, office staff are anticipated to work normal

n major overhauls occurring approximately once every two age, it could be expected that an additional 200 staff could

As such, the TA concludes that is considered that the effects of operational traffic would be negligible and as such, a detailed assess
not proposed within the TA. CH2M do not agree with this approach; this is discussed later within this TM.
Decommissioning
It is stated that the activities involved in the decommissioning process for the development proposals are not yet known in detail, a
years. In addition, it is stated that at the end of operation, it is expected that the development proposals will have some residual lif
made based on the market conditions prevailing at that time; and if the operating life were to be extended, the development property of the second se
requirements at that time. On this basis, decommissioning activities are anticipated to commence after 2057.
With regards to the implications for traffic movements, it is stated that there is expected to be some traffic movements associated
material arising from demolition and potentially the import of materials for land restoration and re-instatement. The TA states that
than those experienced during the construction period.
As such, it is considered by CH2M that this is considered at the time and not at this stage in the lifespan of the development proposed in the
Distribution and Assignment
Trip Distribution
It is stated that the distribution of workforce traffic to the network has been based on a gravity model and the populations of town
Table 17 within the TA shows the workforce distribution and the number of workers this equates to at the peak month of construct
this information provides, as this resonates with an understanding that whilst construction workforces can be transient, it is a reasonable to be applied on the local population.
density to the local population.
Trip Assignment The TA states that five key reutes have been identified in the vicinity of the site that are most likely to be taken by construction we
The TA states that five key routes have been identified in the vicinity of the site that are most likely to be taken by construction wor
 Boute 1: From the west via M180 Junction 2 turning left onto the A161 then right onto the A18;
• Route 1. From the west via M180 Junction 2 turning left onto the A101 then right onto the A18,
Route 2: From the west via M180 Junction 1, Tudworth Roundabout and continuing straight on A18;
 Route 3: From the south via A161 passing over the M180 then turning right onto the A18;
 Route 4: From the east via Frodingham Grange Roundabout and continuing straight on the A18; and
 Route 5: From the east via M180 Junction 2 turning right onto the A161 then right onto the A18.
Having reviewed the routes provided, CH2M consider them suitable for use within the trip distribution.
With regards to HGV construction traffic, it is stated that it will access / depart the site from M180 Junction 2 via the A161 and the A
AECOM that 80% would arrive / depart to the west and 20% arrive / depart to the east.
The TA states that the routing of HGVs between the construction site and the M180 will be controlled through the implementation
the Construction Traffic Management Plan [CTMP] which will be prepared by the appointed contractor. In addition, it is stated that
DCO Application and the preparation of a CTMP in accordance with that Framework, would be a requirement of the draft DCO. It is
appropriate to managing construction movements and recommends that Highways England reviews the CTMP in due course to ens
the consequence at the SRN.
Growth Factors
The TA states that for the purposes of the assessment, the anticipated peak traffic generation during the construction period would
assessment purposes i.e. that construction of the development proposals begins in Q3 2029; and as such the assessment year for the
stated as being 2031.
It is assumed by CH2M that this refers to Months 20 -21 as identified previously within the TA, but it is not clear within the informat
With regards to traffic growth, traffic growth factors for the area in which the site is located (MSOA 006 within North Lincolnshire D
software. In addition, the TEMPRO software provides a local adjustment to the National Trip End Model to provide localised growth
CH2M has checked the growth factors provided in Table 19 in the TA and find them acceptable for use for assessment purposes.
Committed Development
The TA lists the committed developments that would need to be incorporated into the future baseline and future year assessment.
Council is best placed to advise on the suitability of the sites provided for inclusion for assessment purposes.
Identification of Peak Hours for Assessment
In order to identify the correct time period for assessment, it is stated in the TA that it is necessary to combine base plus committed
to determine which hour in the peak periods display the highest combined flows. This approach is considered accepted by CH2M.
An overall network peak hour has been selected for the morning and evening peaks using traffic data obtained from the two link con
demonstrates that the morning peak hour has been identified as 07:00 – 08:00 and the evening peak hour as 16:00
– 17:00. This approach is accepted, but due cognisance should be paid to CH2M's comment regarding committed development. In a
derive the peak hours on the SRN within the study area.
derive the peak hours on the SRN within the study area. Junction Impact Assessment

essment of the operational phase of the development is

, as it would have an operational life of up to circa 25 life remaining and an investment decision would then be posals would be upgraded in line with the legislative

ed with the removal (and recycling, as appropriate) of at vehicle numbers are not expected to be any higher

osals, given the number of unknown variables.

vns and cities within a 45-minute drivetime of the site. Iction (Months 20 - 21). CH2M welcomes the clarity that asonable assumption that they lodge within a similar

orkers travelling to and from the site; and are stated as

e A18. At the junction of the M180, it is assumed by

on of an HGV Routing Plan included as a measure within at a Framework CTMP will be prepared to accompany the is considered by CH2M that this approach is the most nsure it is sufficient and fit for the purpose of managing

uld occur in Q1 2031 on the basis the worst-case for traffic this TA, where the traffic impact would be greatest, is

nation provided.

e District) have been obtained from TEMPRO Version 7 yth factors for geographical areas.

nt. It is considered by CH2M that North Lincolnshire

ted development flows with proposed development flows

counts on the A18 and the link count on the A161. The TA

n addition, it is noted that no SRN links have been used to

	 It is not clear why other junctions within the study area have not been modelled, or at least numbers presented to demonstrate will purposes. It is noted by CH2M that during the scoping discussions that the impact at the SRN is considered to be low, but it is considered for completeness, and transparency. As such, CH2M are not able to ascertain the impact of the development proposals at Measures to Minimise Impact of Development Construction Worker Travel Plan It is stated that a Framework Construction Worker Travel Plan [CWTP] will be prepared as part of the DCO Application; and the app CWTP in accordance with this Framework CWTP. This approach is welcomed by CH2M. Construction Traffic Management Plan As identified earlier within the TA, the contractor will be required to prepare a CTMP which will be in accordance with the Framework and a programme of monitoring will be recommended to assess the effectiveness it is considered by CH2M that the SRN should be included within the CTMP given that it is stated that MISO Junction 2 is to be used Summary and Conclusions The purpose of this Technical Memorandum is to review the Transport Assessment submitted by AECOM on behalf of SSE Generat Turbine at Keably 3. The development proposals is in the vicinity of the existing Keadby Power Station, Trenside, Scuhorpe. This review has highlighted the need of ruther information as follows: 1) With regards to operational traffic, the TA concludes that is considered by the proposals is: This review has highlighted the need of ruther information as follows: 2) It is stated that a Framework CTMP will be prepared to accompany the DCO Application and the preparation of a CTMP, in requirement of the draft DCO. It is considered by CH2M that this approach is the most approach, the approach is managing construction movem the CTMP in due course to ensure it is an appropriate document; 3) The TA lists the committed developments that would need to be
07/01/21 Canal and River Trust Simon.Tucker@canalr	The Stainforth & Keadby canal runs to the south of Keadby Power Station. The red line boundary of the development site includes our waterway in relation to the proposed potential abstraction point and the proposed construction loading area in proximity to Keedby to Keedby Power Station.
	Works affecting the Stainforth & Keadby Canal As advised in our response to the regulation 11 Notification, necessary consents would need to be obtained from the Trust for any the use of the canal. Proposed Abstraction The incorporation of an additional abstraction point from the Stainforth & Keadby Canal has been proposed. The works to install the a licence from the Trust. Our water sales team are available to assist the applicant to assess whether sufficient water resources ex safely accommodated. We note that the applicant has entered discussions with the Trust to explore this option. Lesley Inwards, or 351884 or at lesley.inwards@canalrivertrust.org.uk for further information on this process if required. Works to install abstraction equipment next to the canal would need to be designed to safeguard navigational safety. The Trust's in navigational safety can be fully assessed. We advise that full details of the design of any abstraction equipment and the method of would need to be submitted to and approved by the Trust prior to the commencement of the works on this part of the development mound need to be submitted to and approved by the Trust prior to the commencement of the canal wash wall, or the samonument. We advise that appropriate supporting information will be required to ensure that works on site will not result in adverse vibration

why they do not have to be modelled for assessment nsidered by CH2M that this information needs to be at the SRN.

ppointed contractor will be required to prepare the final

work CTMP and which will identify measures to control Vs will be required to arrive and depart the site to the ess of the measures proposed.

ed within the routing of construction vehicles.

ation Limited in relation to a Low Carbon Combined Gas

or Highways England to be consulted on the development

egligible and as such, a detailed assessment of the

in accordance with that Framework, would be a ments and recommends that Highways England reviews

ssessment. It is considered by CH2M that North

umbers presented to demonstrate why they do not have insidered to be low, but it is considered by CH2M that this development proposals at the SRN; ppointed contractor will be required to prepare the final

to be used within the routing of construction vehicles.

es the access road over the canal, and extends up against Keadby Lock.

works that effect the canal or navigation associated with

the abstraction would require the consent of and grant of exist on the canal, and whether the new abstraction can be our Water Sales Manager, can be contacted on 01908

s input would be crucial to ensure that the impact on of construction (including details of any cofferdams) nent.

structure at Keadby Lock, which is a scheduled ancient

ons that could result in damage to these structures.

We note that land to the immediate north of Keadby Lock is proposed to be used for the craning of goods from the River Trent. We
installed for this, which has involved piling works. The submitted PIER report suggests that no new piling works are proposed in thi additional piling works will occur at this part of the development site, which would reduce the risk to Keadby Lock.
The latest documents include a new construction laydown area to the south of the Stainforth and Keadby Canal, which are discusse and are shown in figure 3.2. Loading from plant and equipment here could impact upon the stability of land next to the waterway,
is submitted to allow us to ascertain whether there would be a risk towards the waterway. It is possible that details could be rese Management Plan (CEMP).
Although the piling works for the power station would be sited away from the canal, there is a risk that vibrations from construction
canal could also impose a risk to the canal structure. We note that construction traffic utilising the access route would likely be similarity, and to allow assurances to be made that the bridge structure (and associated canal) can handle the loading and vibration information is provided upon the maximum weight of vehicle involved in both phases.
Protection of the Canal from Pollution As mentioned in our previous response, there is potential that dust and waste generated from the construction compound and turn
precautions are undertaken.
We welcome the proposal to incorporate a Construction and Environmental Management Plan.
Impact on Biodiversity
We welcome the provision of a Phase I Habitat Survey and Preliminary Ecological Appraisal referred to in chapter 11 of the PIER. We potential impacts to the Canal Corridor Local Wildlife Site. In addition, we welcome the assessment for protected species.
Paragraph 11.6.26 highlights that the proposed canal water abstraction could affect biodiversity along the canal through the perma
to in-channel habitats arising from potential requirements. We agree with these conclusions.
Paragraphs 11.6.27 and 11.6.28 conclude that prior disturbance associated for works for Keadby Phase II would reduce the impact the case, the increased period of disturbance, and the introduction of an additional permanent structure for the intake could have
wildlife corridor. In line with the priorities of the 2020 Environment Bill and the aims of paragraph 170 (part d), efforts should be ta
improvements to biodiversity. We believe this would be most appropriately targeted on areas of the development where habitat l
habitat enhancement (as in over what is there at present) should be considered to mitigate for the proposed and to reinforce th
Approaches to enhance biodiversity in proximity to the abstraction installation could include new bank side vegetation using native willow, and the use of emergent vegetation to help limit the potential for invasive weed growth in the canal during the summer more
Offloading area next to the River Trent
The proximity of the proposed offloading area to the access point for the Stainforth & Keadby canal at Keadby Lock could result in a
the size of vessels likely required. We request further information from the applicant to ensure that this part of the proposal does entrance to the canal at Keadby or the need for unscheduled closure of the canal.
As we understand that materials will be transported long distance, it may be difficult to organise set closure times for the canal, an
loading could be considered to give the applicant more flexibility to allow for offloading during night hours when the canal is not in
Landowner Comments
The red line boundary for the development includes land owned and managed by the Trust, notably at the position of the access be We understand that details of our land ownership have been provided to the applicant from the Trust's Estates team.
The S48 Notice and the consultation letter both refer to the possibility that the DCO will seek (if required), the compulsory acquisit
required for the Project and the temporary occupation of land for the Project.
Please note that the Canal & River Trust is a statutory undertaker which has specific duties to protect the waterways. Accordingly,
purchase powers which may affect our land or undertakings. We reserve the right to seek protections under S16 of the Acquisition which has been acquired for the purposes of our undertaking.
Accordingly, we require that the acquisition of any Trust land or rights over Trust land should be secured by agreement.
Freight
We welcome the consideration given to the use of waterborne freight. We consider that the use of waterways for transport of ma
reduce greenhouse emissions and congestion on the local highway network. We note that the use of the canal to transport heavy equipment is discussed in paragraphs 6.57-6.59 of the scoping report, but is n
discuss options with the developer on the use of the canal, should this be required. Our freight operation planner, Stuart McKenzie
stuart.mckenzie@canalrivertrust.org.uk and would be happy to assist with any enquiries.
The proximity of the proposed offloading area to the access point for the Stainforth & Keadby canal at Keadby Lock could result in a
any oversized vessels be used. We request that details should be provided by the applicant as to the anticipated size and loading
part of the proposal does not result in a hazard for navigational safety at the entrance to the canal at Keadby, or result in unplan

We understand that existing concrete pads have been his area. We would welcome full confirmation that no

sed in paragraphs 5.3.7 – 5.3.10 in Chapter 5 of the PIER y, and we therefore request that appropriate information served as part of a Construction Environmental and

ion plant and machinery in the compounds close to the imilar to the weight of traffic involved in phase 2. For ons of construction traffic for phase 3, we advise that

urnaround areas could reach the canal unless appropriate

We welcome the inclusion of discussion to discuss the

nanent loss of bank and marginal vegetation and impacts

ct of the works on the canal corridor. Whilst this may be re a wider impact as it could increase the severance of the taken to minimise impacts on and providing or net t loss would most likely occur. We therefore advise that this part of the canal corridor.

ve hedgerow and tree species such as hawthorn and nonths.

n an obstruction to the entrance point of the canal due to ses not result in a hazard for navigational safety at the

and we believe that measures to allow for night time offin heavy use.

bridge crossing and location of the proposed abstraction.

ition of land and/or rights in, on, under or over land

r, it is likely that we will resist the use of compulsory on of Land Act 1981 should any proposals affect land

naterials is a form of sustainable transport, which can

not discussed in the PIER. The Trust would be willing to zie can be contacted at

n an obstruction to the entrance point of the canal should ng times of vessels in this location to ensure that this anned closures of the waterway. Should this not be

		-	vise that improvements are made to the li vements in and out of Keadby Lock.	ghting the proposed loading point so that crane work	s car
				sed previously, we request that a future Development or rity. The Trust has standard provisions which have bee	
08/01/21	Doncaster Council			omit an Environmental Impact Assessment (EIA) which area. Any comments will be made on receipt of the El	
				n SSE Thermal entitled Chapter 8 – Air Quality.	
			ents with respect to that chapter.		
		Air Quality			
		Contained within that docum	nent is Table 8.5: Consultation Responses.	The following is an extract from that table.	
		Consultee	Matter raised	Key response	
		Doncaster Council	Raised concern over the already high NO2 levels in Thorne and requested that this be considered in the assessment.	The assessment carried out in this Chapter considers NO2 impacts at the worst impacted location, which occurs in very close proximity to the operational Proposed Development Site. The impacts at this worst-case location have been demonstrated to be negligible adverse (see Table 8.10), therefore it is considered that impacts at Throne (sic) (over 8km from the operational Proposed Development Site) would be considerably less.	
	0		esult in a negligible impact. power station and an area (i.e. Thorne Town) where ni	itroge	
		As such Doncaster Council is	rightfully concerned with respect to any p	roposal that may result in a breach.	
	Therefore the Council believe on an assumption/considerat		ndertake and provide modelling of the emissions on Th	horne	
	This is especially so when it is	s noted that such modelling has rightly bee	en undertaken with respect to the effect on the ecolog	y of T	
				CON) and strongly request that a modelling exercise b egulations and human health. Such modelling should ir	
14/01/21	Cadent Gas and National Grid jackie.webb1@nationalgrid.com		which was received on 30/11/2020. nd any attached map(s) are valid for 28 day	γS.	

an be carried out during the night, which will have a

nsent Order (DCO) should include provisions for the ncluded in a number of DCOs which have recently been

Il contain a Chapter on Transport, this will assess the

gen dioxide levels are already of concern with respect to

ne Town and thereby evidence their affect, rather than rely

f Thorne Moors.

Indertaken showing the impact of the proposal on air ude all the operational and fuelling configurations under

An assessment has been carried out with respect to Cadent Gas Limited, National Grid Electricity Transmission plc's and National Grid not cover the items listed in the section "Your Responsibilities and Obligations", including gas service pipes and related apparatus. For details of Network areas please see the Cadent website (<u>http://cadentgas.com/Digging-safely/Dial-before- you-dig</u>) or the end
Are My Works Affected?
Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application If the application is refused for any other reason than the presence of apparatus, we will not take any further action. Please let us know whether Plant Protection can provide you with technical or other information that may be of assistance to your
As your proposed activity is in close proximity to National Grid's Transmission assets we have referred your enquiry/confurther detailed assessment. We request that you do not commence work or take further action with regards to your endeavour to contact you within 21 days from the date of this response. Please contact us at assetprotection@nationalgrid this time frame.
Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact P ensure the apparatus is not affected by any of the proposed works.
Your Responsibilities and Obligations
The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your
It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design a
This assessment solely relates to Cadent Gas Limited, National Grid Electricity Transmission plc (NGET) and National Grid Gas Trans does NOT include:
 Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Pl Gas service pipes and related apparatus Recently installed apparatus
 Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utili
It is YOUR responsibility to take into account whether the items listed above may be present and if they could be affected by your respect of these items can befound on either the <u>National Grid</u> or <u>Cadent</u> website.
This communication does not constitute any formal agreement or consent for any proposed development work; either generally easements or wayleaves nor any planning or building regulations applications.
Cadent Gas Limited, NGGT and NGET or their agents, servants or contractors do not accept any liability for any losses arising unde liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misreprese limit on liability does not exclude or restrict liability where prohibited by the
law nor does it supersede the express terms of any related agreements.
If you require further assistance please contact the Plant Protection team via e-mail (click here) or via the contact details at the to
Yours faithfully
Plant Protection Team

Grid Gas Transmission plc's apparatus. Please note it does s. nclosed documentation.

by the activities specified. cation.

ou in the determination of the application.

onsultation to our Asset Protection team for <u>r proposal until you hear from us.</u> We will grid.com if you have not had a response within

Plant Protection before any works are carried out to

ur scheduled activities at this location.

ng links are provided to all persons (either direct labour or and Management) Regulations.

nsmission plc (NGGT) and apparatus. This assessment

ty to Cadent and/or National Grid's assets in private Plant Protection.

ilities, etc.

our proposed activities. Further "Essential Guidance" in

lly or with regard to Cadent and/or National Grid's

der or in connection with this information. This limit on esentation), breach of statutory duty or otherwise. This

e top of this response.

	ASSESSMENT
	Affected Apparatus The apparatus that has been identified as being in the vicinity of your proposed works is:
	 National Gas Transmission Pipelines and associated equipment Electricity Transmission underground cables and associated equipment Electricity Transmission overhead lines Above ground electricity sites and installations
	As your proposal is in proximity to apparatus, we have referred your enquiry / consultation to the following department(s) for fur
	Image: Second
	We request that you take no further action with regards to your proposal until you hear from the above. We will contact you with contact us if you have not had a response within this timeframe.
	Requirements
	BEFORE carrying out any work you must:
	 Ensure that no works are undertaken in the vicinity of our gas pipelines and that no heavy plant, machinery or vehicles or has taken place. Refer to the attached cable profile drawings (if any) which provide details about the location of National Grid's high volta Carefully read these requirements including the attached guidance documents and maps showing the location of apparation of the road or footpath the relevant local authority should be contacted. Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. http://www.hse.gov.uk In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparation.
	GUIDANCE
	High Pressure Gas Pipelines Guidance: If working in the vicinity of a high pressure gas pipeline the following document must be followed: 'Specification for Safe Working Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties' (SSW22). This can be obtained from: http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968
	National High Pressure Gas Pipelines Guidance: http://www.nationalgrid.com/NR/rdonlyres/9934F173-04D0-48C4-BE4D- 822948
	Dial Before You Dig Pipelines Guidance: http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33969
	Working Near National Grid Electricity Transmission equipment: If you are carrying out any work in proximity to an overhead line or any excavation that may be near an underground cable then p that can be found at https://www.nationalgrid.com/sites/default/files/documents/8589935533-TGN%20287_Third%20party% 20guidance%20for%20working%20near%20NGET%20equipment.pdf Further guidance related to underground cables can also be https://www.nationalgrid.com/sites/default/files/documents/8589936512- Excavating%20Safety%20Leaflet%20Electricity.pdf
	Standard Guidance
	Essential Guidance document: http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982

ther assessment:

nin 28 working days from the date of this response. Please

ross the route of the pipeline until detailed consultation

age underground cables.

itus.

al rights (i.e. easements or wayleaves). If the works are in

s apparatus follow the requirements of the HSE Guidance . This guidance can be downloaded free of charge at

atus on site before any activities are undertaken.

in the Vicinity of Cadent and/or National Grid High

322D29C/51893/Above7barGasGuidance.pdf

please consult National Grid Technical Guidance Note 287

found at

		General Guidance document: http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103
		Excavating Safely in the vicinity of gas pipes guidance (Credit card): http://www.nationalgrid.com/NR/rdonlyres/A3D37677-6641-4 E89949052829/44257/ExcavatingSafelyCreditCard.pdf
		Excavating Safely in the vicinity of electricity cables guidance (Credit card): http://www.nationalgrid.com/NR/rdonlyres/35DDEC6D D607D05A25C2/44858/ExcavatingSafelyCreditCardelectricitycables.pdf
		Copies of all the Guidance Documents can also be downloaded from the National Grid and Cadent websites.
19/01/21	Northern Lincolnshire and Goole NHS Foundation Trust	Following on from your recent correspondence, please see below initial comments from ourselves as the local NHS Acute services
	marc.watson1@nhs.net	The key points from ourselves are:
		 Whilst the scheme is classed as a Low Carbon Scheme, it is still a fossil fuelled Power Station (albeit one with Carbon Capt not able to establish a 'Private Wire' type arrangement with you as all our electricity must be from a 'clean renewable' so the future to include all low/zero carbon generation and, if so, we would be happy to enter into discussions with you. Previous major power developments within the North Lincolnshire geographical area have given rise to some grant fundir be community grants available to North Lincs residents/Communities/organisations post commissioning of the station? As such funding to benefit our community and users and feel that this development should include provision for additional g Will the station feed into a District Heat Network as there will be waste heat potential? This should be considered as part Disaster Recovery / Planning / Emergency Preparedness - We would be interested to understand your position and status upon our (and our supporting Emergency Services) emergency / trauma service delivery capacity. As such, we would weld in this regard. In the interim, do you have an indication of the number of staff who will be employed throughout the con normal operational hours, and the possible impact on local villages and towns should a serious incident occur?
19/01/21	National Grid Anne.Holdsworth@nationalgrid.com	This is a joint response on behalf of National Grid Electricity Transmission Plc (NGET) and National Grid Gas Plc (NGG). I refer to y 2020 in relation to the above proposed application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power St
		In respect of existing National Grid infrastructure, this will require appropriate protection for retained apparatus including complian close proximity of its apparatus.
		Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGET's & NGG's apparatus, both will re- the impact to its apparatus and rights.
		National Grid infrastructure within / in close proximity to the order boundary: <u>Electricity Transmission</u>
		National Grid Electricity Transmission has high voltage electricity overhead transmission lines and substations within or in close proximity to the scoping area /proposed order limits. The overhead lines, and substations form an essential part of the electricity transmission network in England and Wales.
		The details of the electricity assets are shown below:
		Substation Image: Constraint of the second
		Overhead Lines ZDA 400kV Over HeadLine HTM 400kV Over Head Line HZQ 400kV Over HeadLine HKG 400kV Over Head Line

-476C-9DDA-

6D-D754-4BA5-AF3C-

s provider.

pture and Storage (CCS)). Unfortunately this means we are source from April 1st 2021. Of course this could change in

ling opportunities provided by the developers. Will there As an NHS Trust, we would be very interested in accessing grants to fund local sustainable projects.

t of the Consultation process in our opinion;

us in this regard, as any issues at the station could impact elcome the opportunity to liaise with you at an early stage onstruction phase and at the site at any given time during

o your letters dated 16th September and 24th November StationProject.

ance with relevant standards for works proposed within

require appropriate protection and further discussion on

Other Apparatus Above and below ground associated apparatus including underground electricity cables within the scoping area.
Gas Transmission
National Grid Gas has a Gas Transmission Site and high pressure gas transmission pipeline located within or in close proximity pipeline forman essential part of the gas transmission network in England, Wales and Scotland:
Gas Apparatus:
 Keadby Power Station Gas TransmissionSite; Feeder Main 7 – Eastoft to Keadby Power Station; Above and belowground associated apparatus.
The following points should be taken into consideration.
Electricity Infrastructure:
 National Grid's Overhead Line is protected by a Deed of Easement/Wayleave Agreement which provides full right of
 Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in clearances Issue 3 (2004) available at: http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/a
 If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines then overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.
 Further guidance on development near electricity transmission overhead lines is available here: <u>http://www.nationau000000000000000000000000000000000000</u>
 The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Note GS 6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they and the sure that they are the staff should make sure that the staff should make sure that they are the staff should make sure that the staff sh
 Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high volt their worse conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") dra above.
 If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of tr 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 for These foundations always extend beyond the base area of the existing tower and foundation ("pillar of support") draget
 National Grid Electricity Transmission high voltage underground cables are protected by a Deed of Grant; Easement Roads and Street Works Act. These provisions provide National Grid full right of access to retain, maintain, repair ar permanent / temporary structures are to be built over our cables or within the easement strip. Any such proposals s 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 subse compromise the reliability, efficiency and safety of our electricity network and requires consultation with National G construction being implemented.

ty to the proposed order limits. The site and transmission

faccess to retain, maintain, repair and inspect our asset

an 5.3m to the lowest conductor. National Grid EN 43 – 8 Technical Specification for "overhead line /appendixIII/a ppIII-part2

n this would serve to reduce the safety clearances for such

algrid.com/NR/rdonlyres/1E990EE5-D068-4DD6-8C9A-

d Safety Executive's (<u>http://www.hse.gov.uk/</u>) Guidance are both aware of and understand this guidance.

tage conductors when those conductors are under awings should be obtained using the contact details

rees and shrubs are planted beneath and adjacent to

oundations or "pillars of support" of any existing tower. awings can be obtained using the contact details above

t; Wayleave Agreement or the provisions of the New nd inspect our assets. Hence we require that no should be discussed and agreed with National Grid prior

equently alter the rating of the circuit and can Grid prior to any such changes in both level and

Gas Infr	astructure
	 National Grid has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / tempo ground levels, storage of materials etc.
Pipe	eline Crossings:
	² Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at previously agreed locations
	The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third pa crossing frequencies to determine the type and construction of the raft required.
	In type of raft shall be agreed with National Grid prior to installation.
	No protective measures including the installation of concr ete slab protection shall be installed over or near to the N National Grid.
	2 National Grid will need to agree the material, the dimensions and method of installation of the proposed protective mea
	2 The method of installation shall be confirmed through the submission of a formal written method statement from the c
	Please be aware that written permission is required before any works commence within the National Grid easementstrip
	2 A National Grid representative shall monitor any works within close proximity to the pipeline to comply with National Grid
	A Deed of Consent is required for any crossing of the easement Cable Crossings:
	Cables may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.
	A National Grid representative shall supervise any cable crossing of a pipeline.
	Clearance must be at least 600mm above or below the pipeline.
	Impact protection slab should be laid between the cable and pipeline if cable crossing is above the pipeline.
	A Deed of Consent is required for any cable crossing the easement.
	Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.
Gen	eral Notes on Pipeline Safety:
	You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Undergro Safe Working in the Vicinity of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and associated installations - requirements for the safety of National Grid High Pressure gas pipelines and p
	National Grid will also need to ensure that our pipelines access is maintained during and after construction.
	Our pipelines are normally buried to a depth cover of 1.1 metres however; actual depth and position must be confirmed of a National Grid representative. Ground cover above our pipelines should not be reduced or increased.
	If any excavations are planned within 3 metres of National Grid High Pressure Pipeline or, within 10 metres of an AGI (dredging works are proposed then the actual position and depth of the pipeline must be established on site in the prese method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover
	Excavation works may take place unsupervised no closer than 3 metres from the pipeline once the actual depth and po
L	

porary buildings, or structures, change to existing

ons.

party shall review ground conditions, vehicle types and

e National Grid pipeline without the prior permission of

neasure.

e contractor to National Grid.

rip.

Grid specification T/SP/SSW22.

eline and underside of the service should be maintained. If

ground Services", and National Grid's specification for or third parties T/SP/SSW22.

ed on site by trial hole investigation under the supervision

GI (Above Ground Installation), or if any embankment or esence of a National Grid representative. A safe working over does not affect the integrity of the pipeline.

position has been has been confirmed on site under the

		supervision of a National Grid representative. Similarly, excavation with hand held power tools is not permitted w undertaken with NG supervision and guidance.
		To view the SSW22 Document, please use the link below: <u>http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasEle</u>
		To download a copy of the HSE Guidance HS(G)47, please use the following link: <u>http://www.hse.gov.uk/pubns/books/hsg47.h</u>
		<u>Further Advice</u>
		We would request that the potential impact of the proposed scheme on National Grid's existing assets as set out above and in 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, National Grid is unable to give any certainty with the conceptual design studies have been undertaken by National Grid. Further information relating to this can be obtained by cont
		Where the promoter intends to acquire land, extinguish rights, or interfere with any of National Grid apparatus, protective pro included within the DCO.
		National Grid requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included of our apparatus and to remove the requirement for objection. All consultations should be sent to the following email address:
19/01/21	Northern Powergrid Jenny.Morris@Northernpowergrid.com	Further to the consultation documents received our Engineers have confirmed that with the limited information available that a Statutory Utility, are duty bound and obliged to ensure our electricity network is not compromised we require all rights of acces clear undertaking that any variations and any associated costs will be met by any prospective developer and we reserve the right t
		Northern Powergrid are also embarking on a project to replace some of our apparatus and extend into third party land adjacent Northern Powergrid do not have a legal interest in this site but this will be formalised in the coming months.
		That said, if and when, more information is available Northern Powergrid would be able to discuss the project requirements and with SSE Generation Ltd in bringing the development forward.
		If you require any further information or to discuss the above please do not hesitate to contact me.
19/01/21	Airwave Solutions	I am writing on behalf of Airwave Solutions Limited, who provide the emergency service's telecommunication network.
		In order for our network to prepare and respond to any line of site issues, please can I ask that we are provided with the intended are likely to impact our network.
19/01/21	Highways England Donna.Newsome@highwaysengland.co.uk	Thank you once again for consulting with Highways England with regards to the Keadby 3 DCO. Our consultants (Jacobs) have been confirm that a resolution has been reached with regards to the majority of the issues raised in previous correspondence. Outstand
		 Highways England would like to have sight of a Construction Travel management Plan Highways England would like to have sight of a Framework Construction Worker Travel Plan Although no significant issues are foreseen based upon the information provided so far, a final view will be undertaken or Road Network when the final Transport Assessment is produced.
		In order to speed the review process along, we would wish to have sight of these documents as early as possible prior to formal su
19/01/21	Health and Safety Executive	Please note HSE responded to your Section 42 correspondence on 3 December 2020.
	NSIP.Applications@hse.gov.uk	[Thank you – sorry for any confusion and thank you for checking.
		Our reminder was sent to all original recipients, to ensure none were missed.

within 1.5 metres from our apparatus and the work is

ElectricNW/safeworking.htm

7.htm

including any proposed diversions is considered in any

he regard to diversions until such time as adequate ontacting the email address below.

rovisions will be required in a form acceptable to it to be

uded within the DCO application to safeguard the integrity ss: box.landandacquisitions@nationalgrid.com

t as I am sure you will appreciate Northern Powergrid, as a ess and protection of assets to remain uninterrupted and a t to decline any request for variation.

nt to our existing substation site at Keadby, at the moment

nd the impact they may have on our infrastructure to work

ed building heights. We can then advise whether the works

en liaising with your consultants (AECOM) and I can nding requirements are:

on the impact of the construction phase at the Strategic

submission.

		Your consultation response has been recorded.]
		No worries at all, as you say best to check.
19/01/21	Public Health England <u>Nsipconsultations@phe.gov.uk</u>	Thank you for your consultation regarding the above development. Public Health England (PHE) welcomes the opportunit Environmental Information Report (PEIR) at this stage of the Nationally Significant Infrastructure Project (NSIP).
		Please note that we have replied to earlier consultations as listed below and this response should be read in conjunction with t
		Request for Scoping Opinion 12/06/2020
		PHE exists to protect and improve the nation's health and wellbeing and reduce health inequalities; these two organisational a to NSIP applications.
		The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of heal and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All develop health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. effects from, for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assess
		We have assessed the submitted documentation and wish to make the following comments:
		Environmental Public Health
		It appears that gaps remain in the assessment of emissions from the proposed development and the cumulative impacts from development site and Keadby 1 Power Station. It is noted that future plans for Keadby 1 have not yet been confirmed, with opt to a new contract) or decommissioning followed by removal.
		Overall, there is a lack of clarity regarding works across different phases, whether activities occur simultaneously, their intens will be commissioned/constructed. Further consideration of cumulative and combined impacts for the baseline assessmen monitoring to be undertaken to assess these and the effectiveness of mitigation measures. The intention to include further det environmental statement (Section 2.3.2; Appendix 8b) is acknowledged.
		Uncertainties regarding the carbon capture process and equipment makes it difficult to assess the potential public human h further details regarding the proposed technologies.
		Clearer and more accurate identification, reference and justification for selection of the human health receptors in the ass Although human health receptors have been selected to be representative of residential dwellings in the area, consideration properties which are in close proximity to the main site (noted to be adjacent to emergency vehicle access road), Roe Farm, ar not been acknowledged.
		In view of the proximity of residential properties to the water connection, discharge corridors, abnormal indivisible load route a is recommended that further details are included in each of the chapters regarding the nature of these and any potential decommissioning phases.
		It is recommended the public health impacts and mitigation from wastes arising from the development, their disposal and transp Further details and clarity are recommended in relation to electromagnetic fields (EMF).
		Further specific points and recommendations for consideration have been detailed in the Appendix.
		Health and Wellbeing

nity to comment on your proposals and Preliminary

that earlier correspondence:

aims are reflected in the way we review and respond

alth, from an individual's genetic make-up, to lifestyles pments will have some effect on the determinants of e. Although assessing impacts on health beyond direct sment focused on an application's significant effects.

m nearby development/works, including the Keadby 2 ptions comprising either continued operation (subject

nsity, what comprises existing infrastructure and what ents is required. Limited details are available for the etail on cumulative impacts from air quality in the final

health impacts. We would welcome the inclusion of

sessments is recommended in each of the chapters. on is needed for inclusion of Red House and adjacent and Scunthorpe Sea Cadets (youth group), which have

and permanent emergency access via Chapel Road; it and impacts from the construction, operational and

sport also be assessed and included in this application.

		 We have focused our approach on assessing determinants of health and wellbeing under four themes, which have been derived i mentioned in the National Policy Statements. The four themes are: Access Traffic and Transport Socioeconomic Land Use We have reviewed the consultation report and have the following recommendations: Construction Work Force The report identifies the peak work force of approximately 1,300 people and provides an estimate of the proportion within the identifies the potential impact on the provision of local tourist accommodation and the private rented sector (para 16.6.16 ar tourist accommodation bed space, no assessment is made upon the local private rented sector. The North Lincolnshire Local Hou the growing use of private rented accommodation within the local area. Consultation with the local authority could usefully explore this issue and an assessment of the current Keadby 2 workforce wor required by Keadby 3. <u>Recommendation</u> The potential impact of the construction workforce on the availability and affordability of private rented accommodation must
		Road Safety
		The consultation report uses the guidelines issued by IEMA (GEART) and also assesses implications for road safety, by analysis assesses and reports on road safety, with reference to Appendix 10A traffic data. Chapter 10 makes no specific assessment to (cyclists and walkers), despite a number of the road traffic collisions within Appendix 10A crash data involving vulnerable road to Recommendation The traffic and transport chapter must assess and report on potential impacts to vulnerable road users.
		Cumulative Effects Assessment
		The consultation report identifies the potential for Keadby 1 to cease operation in 2022, subject to opportunities for further a any future plans for Keadby 1 Power Station will be confirmed by the Applicant in due course.
		 The cumulative effect assessment recognises that it is likely that Keadby 1 Power Station would not be in operation concurrently uncertainty regarding plans for the timing of future closure of Keadby 1 Power Station. The report, however, specifically scopes Station structures. The information within the consultation, however, does not definitively rule out the possibility of the decor such under the normal worst case scenario approach, the decommissioning and removal of Keadby 1 structures should be considered within the cumulative effects assessment of the decommissioning and removal of Keadby 1 structures should be considered within the cumulative effects assessment of the Suitable and sufficient evidence is available to demonstrate that the decommissioning and removal of Keadby 1 structures of Keadby 3; or
		• Embedded mitigation within the ES confirms that the operator will not decommission and remove Keadby 1 structures
19/01/21	West Lindsey District Council <u>Rachel.Woolass@west-lindsey.gov.uk</u>	Thank you for your letter dated 24th November 2020 with regards to the above proposal. I can confirm that West Lindsey District C
19/01/21	ESP Utilities Group donotreply@espug.com	Thank you for your recent plant enquiry at: Keadby Power Station, DN17 3EF

d from an analysis of the wider determinants of health

the Scunthorpe TTWA and other locations. The report and 16.6.17). Although the report identifies available ousing Needs Assessment (September 2019) identifies

ould indicate likely accommodation type and location

st be assessed and reported within the ES.

ysis of crash data. Chapter 10 - Traffic and Transport t to impacts on road safety for vulnerable road users d users.

agreements in future auctions. The report notes that

ly with the Proposed Development. It further identifies es out consideration of the removal of Keadby 1 Power ommissioning and removal of Keadby 1 structures. As nsidered within the ES.

the ES unless: ctures will definitely not overlap with the construction

es during the course of the construction of Keadby 3

t Council do not have any comments to make.

	Ι	
		I can confirm that ESP Utilities Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affect
		ESP Utilities Group Ltd are continually laying new gas and electricity networks and this notification is valid for 90 days from the date period of time, please re-submit your enquiry.
		Important Notice
		Please be advised that any enquiries for ESP Connections Ltd, formerly known as British Gas Connections Ltd, should be sent direct can email us at: <u>PlantResponses@espug.com</u>
		ESP have provided you with all the information we have to date however, there may be inaccuracies or delays in data collection unforeseeable reasons and as such, we recommend the following steps are taken as a minimum before work is commenced that made to HSG47 (Avoiding danger from underground services).
		 A. Plans are consulted and marked up on site B. The use of a suitable and sufficient device to locate underground utilities before digging (for example the C.A.T and Genny) C. Trial holes are dug to expose any marked up or traced utilities in the ground
		D. If no utilities are shown on any plans and no trace is received using a suitable and sufficient device, trial holes are dug noneth
		intervals along the location that the work is being carried out depending on the length of excavation work being undertaken E. All location work is carried out by individuals with sufficient experience and technical knowledge who may choose to control
20/1/21	Marine Management Organisation	Thank you for your letter dated 24 November 2020, notifying the Marine Management Organisation ("MMO") of SSE Generation application for development consent under the Planning Act 2008 (the "2008 Act"). The Applicant has submitted a Preliminary Envir support the proposed application for the construction, operation and maintenance of a Low Carbon Combined Cycle Gas Turbine (" the vicinity of, the existing Keadby Power Station, Keadby, Scunthorpe ("theProject").
		The MMO has reviewed Volume I of the PEI (dated November 2020) in consultation with our scientific advisors at The Centre for E Science (Cefas). The MMO highlight that the Applicant requested consultation only take place on information relevant to fish ecolo PEI (for example coastal processes, benthic environment, underwater noise and shellfisheries) have not been reviewed in this resp approach with the Applicant and notes that this has impacted our ability to provide advice.
		The MMO reserves the right to make further comments on the Project throughout the pre- application process and may modify in additional information that may subsequently come to our attention. The MMOs comments are set out below.
		1. The MMO's role in Nationally Significant Infrastructure Projects
		The MMO was established by the Marine and Coastal Access Act 2009 (the "2009 Act") to make a contribution to sustainable of clean, healthy, safe, productive and biologically diverse oceans and seas.
		The responsibilities of the MMO include the licensing of construction works, deposits and removals in English inshore and offshore works offshore waters by way of a marine licence ¹ . Inshore waters include any area which is submerged at mean high water spring ("MH every estuary, river or channel where the tide flows at MHWS tide. Waters in areas which are closed permanently or intermittently regular action of the tide are included, where seawater flows into or out from the area.
		In the case of Nationally Significant Infrastructure Projects ("NSIPs"), the 2008 Act enables Development Consent Order's ("DCO") f
		to include provisions which deem marine licences ² .
		As a prescribed consultee under the 2008 Act, the MMO advises developers during pre- application on those aspects of a project that those who use it. In addition to considering the impacts of any construction, deposit or removal within the marine area, this also inconter legitimate uses of the sea and any potential impacts on the marine environment from terrestrial works.
		Where a marine licence is deemed within a DCO, the MMO is the delivery body responsible for post-consent monitoring, varial provisions relating to the marine environment. As such, the MMO has a keen interest in ensuring that provisions drafted in a d MMO to fulfil these obligations.
		Further information on licensable activities can be found on the MMO's website ³ . Further information on the interaction betw can be found in our joint advice note ⁴ .

cted by your proposed works.

ate of this letter. If your proposed works start after this

ectly to us at the address shown above or alternatively you

on and digitisation caused by a range of practical and hat involves the opening of any ground and reference

theless using hand tools at the location or at regular

ol this activity under a Safe System Of Work

on Ltd ("the Applicant's") intention to submit an vironmental Information Report ("PEI") to ("CCGT") Generating Station on land at, and in

r Environment, Fisheries and Aquaculture ology and therefore other topics relevant to the sponse. The MMO has discussed the risks of this

its present advice or opinion in view of any

development in the marine area and to promote

e waters and for Welsh and Northern Ireland /IHWS") tide. They also include the waters of ntly by a lock or other artificial means against the

) for projects which affect the marine environment

that may have an impact on the marine area or includes assessing any risks to human health,

iation, enforcement and revocation of deemed marine licence ("dML") enable the

tween the Planning Inspectorate and the MMO

2. The Project

The proposed Project is for the construction, operation and maintenance of a low carbon CCGT Generating Station on land at, and in the vicinity of, the existing Keadby Power Station, Trent-side, Keadby, Scunthorpe.

The low carbon CCGT generating station will require natural gas, electricity and cooling water connections, and will also be designed to operate either as a hydrogen fired plant or with post-combustion carbon capture and compression plant installed such that the plant can be operated as a dispatchable low carbon generating station. Once in operation, the station is expected to achieve an electrical output capacity of up to 910 megawatts onto the national transmission network.

The CCGT generating station will be fuelled by firing of natural gas supplied by National Grid Gas with post-combustion carbon capture and compression plant (CCP) installed such that the plant can be operated as a dispatchable low carbon generating station. The Proposed Development therefore incorporates equipment required for the capture and compression of carbon dioxide (CO2) emissions from the generating station for onward transport by a pipeline to be developed by the Zero Carbon Humber (ZCH) Partnership for subsequent compression and transport to an offshore geological storage site to be developed by the Northern Endurance Partnership.

The marine elements of the proposed development are the requirement for a cooling water intake and outfall. The River Trent and the Stainforth and Keadby Canal are both currently used for discharge of treated cooling water from Keadby 1 Power Station and are under consideration for potential cooling water abstraction and outfall. The preferred cooling method is hybrid cooling of both the CCGT and CCP using water abstracted from the Stainforth and Keadby Canal (Canal Water Abstraction Option).

3. Fish Ecology Comments

Observations

- 3.1 Fish receptors inhabiting the River Trent and the Stainforth and Keadby Canal as well as the underwater noise ("UWN") and vibration impacts on these receptors will be considered for further assessment within the ES which is appropriate.
- 3.2 Information on the resources to be used as evidence is high level and lacks detail in the context of how it will be used to inform the characterisation for fish. However, the MMO appreciate that the potential impacts to fish receptors cannot be fully identified until the final design and construction methodology has been determined.
- 3.3 The MMO note that the Applicant has recognised that "The most likely potential mechanisms for such an impact are through either direct barriers to lamprey movement from any cofferdam(s), or indirect barriers to movement from noise and vibration disturbance (e.g. during piling operations). Noise and vibration could also result in injury to or mortality of lampreys". However, due to the high-level description of the fish ecology and construction methods, is difficult at this stage, to anticipate what the potential impacts to fisheries and fish ecology are likely to be. Please see recommendations below for furtherinformation.
- 3.4 The MMO recognise that transboundary effects associated with the Project are not anticipated. This is because the nearest European Economic Area ("EEA") states are the Republic of Ireland at over 350 kilometres ("km") west and the Netherlands at over 375 km east of the Proposed Development Site and therefore the likelihood of significant effects on the environment of another EEA state is considered negligible. The MMO agree with this conclusion.
- 3.5 A desk-based assessment is proposed to inform the characterisation of the environment and assessment of impacts to fish. The scoping report refers to publications and data sources by the Environment Agency that will be used to inform the description of local water bodies including the River Trent and the Humber Estuary.

Minor Presentation Comments

- 3.6 The information presented on ecological receptors, in particular fish ecology, is dispersed among several chapters and appendices which, at the same time, refer back to each other. This makes it difficult for the reader to locate the main subjects and potential issues associated with the Project.
- 3.7 The ES would benefit from some signposting, specifically to those elements of the scheme that will be undertaken in the marine, intertidal or subtidal areas of the River Trent.

Recommendations

3.8 The PEI report recognises that potential impacts to the designated biodiversity features of interest of the Humber Estuary Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) and Ramsar site could arise if the existing water intake and outfall structures on the River Trent need to be upgraded. For instance: 1) temporary loss and disturbance of in-channel mudflat habitats and 2) temporary disturbance to the migratory paths and breeding habitats of lamprey (and other migratory fish species) from / to the Humber Estuary. However, the Applicant concluded (see Section 11.6.66 in Chapter 11) that:

	The area of mudflat habitat affected is negligible in the context of the size of the Humber Estuary and any ecologic duration.
	 duration; The likelihood of the construction works resulting in a significant barrier to lamprey and other fish movements is loconsideration of sensitive construction timings and methods would be given. To this, the cofferdam installation on during summer months, assuming this will limit the number of migratory fish species affected on their upstream numbers.
3.9	The MMO welcome the Applicant's willingness to consider appropriate timing and methods to minimise the effects on sen installation. However, at this stage, MMO do not agree with conclusions 1 and 2 above, as the report lacks detail on exactly aquatic habitats are likely to occur. For example; the nature, duration and timing of piling works on the river during coffere impingement and entrainment of fish, and their eggs and larvae, taken in via the cooling water intake pipe need to be described description of the sensitive seasons of fish species utilising the River Trent, Stainforth and Keadby Canal should be in which fish receptors would be affected and therefore what mitigation would be most suitable to mitigate potential effects.
3.10	MMO note that some elements of the proposed development lie immediately west of the River Trent (water discharge contransport offloading area) and the discharge of treated effluent will be assessed, including any potential thermal uplift and of will be assessed specifically against fish receptors. Clarification should be provided.
3.11	The construction noise and vibration effects on sensitive ecological receptors such as lamprey and other migratory fish inha
	considered. In this regard, Section 9.6.39 (Chapter 9) states "The most likely potential mechanisms for such an impact a lamprey movement from any cofferdam(s), or indirect barriers to movement from noise and vibration disturbance (e.g., Section 9.6.41 (chapter 9) suggesting "Previous studies indicate that lamprey species are unlikely to experience injurious greater than 5m from the noise/ vibration source. Therefore, in the context of a watercourse the size of the River Trent, summer months, outside the main migration period, it is considered that the likelihood of lamprey species experiencing limited. Given these considerations, and due to the need to comply with all relevant legislative and regulatory requirements, construction works of limited extent and duration would be unlikely to adversely affect the conservation status of river and mention to the sources or data used to support these conclusions. MMO advise that that is provided.
3.12	Further, in Table 9.31 (Chapter 9), noise and vibration effects on ecological receptors within the River Trent have been con (not significant). This conclusion assumes the adoption of mitigation that is based on appropriate timing of cofferdam installar river and sea lamprey are migrating past the site. Given this, and the provision of a Fish Management Plan (FMP) to suppor considered that significant adverse effects on the conservation status of lamprey species as a result of direct and indirect bac MMO note the Applicant's willingness to agree on appropriate timings for a cofferdam installation and are content with the works. However, at this stage, more information is needed in order to agree with such conclusions.
3.13	Appendix 9A presents the construction noise assessment methods for the proposed development. Sheet (vibratory) piling m cofferdam. Table 2 shows a predicted energy level associated with the sheet piling of 116 decibels ("dB"). Additionally, App assumptions used for this development. However, it is unclear how these values have been estimated and the location(s) have not been described. Clarification should be provided.
3.14	Given that detailed piling methods and a comprehensive UWN assessment have not yet been provided at this stage, it is not by the Applicant on minor adverse (not significant) effect from the construction activities on the Humber Estuary. Addition MMO highlighted that there was insufficient information on which to provide comments on UWN impacts. Therefore, the sought from our technical specialists regarding the suitability and robustness of the evidence provided in Chapter 9 and App consultations relating to this application.
3.15	Chapters 4 and 5 present a high-level description of the proposed construction methods and programme. MMO would exp
	description of all proposed construction activities required in or near to the river/canal during the construction and ope including;
	 A description of the proposed piling techniques (if required for the cofferdam(s) installation) should be provided, al piles to be used, expected duration for installation of piles, and the timing of in-river piling work.
	 Chapter 5 confirms that dredging work would not be required. However, if dredging and disposal of dredged mate methods are finalised, then the proposed timing and method/s of dredging should be described, together with the The location for the disposal of any dredged material (if applicable) should also be provided.

pgical effect would be small-scale and short in

is low due to the large tidal river and that on the River Trent is proposed to be undertaken nmigrations.

tensitive fish receptors during the cofferdam tily how the temporary and permanent impacts to erdam installation as well as the impacts of escribed in more detail. MMO advise that a more e included in the assessment in order to determine tts.

corridor, river water abstraction and waterborne d chemical alteration. It is unclear if these effects

nhabiting the River Trent have been

t are through either direct barriers to g. during piling operations)" and continues in bus impacts from piling at distances of nt, and the proposed timing of works in the ng injurious noise and vibration is very ts, it is considered that piling and other and sea lamprey". However, there is no

considered to be Negligible/Minor adverse or less allation and removal, avoiding those months when oport the relevant permitting for these works, it is barriers to migratory movements are unlikely. the provision of a FMP to support the upcoming

g may be required for the installation of a Appendix 9B shows the noise model settings and (s) of piling on which these assumptions are based

not possible to validate the conclusions reached ionally, during scoping opinion consultation, the the MMO recommend that additional advice is Appendices 9A/9B, as well as any further

xpect the ES to provide a more detailed operational phases of the development

along with information on pile sizes, number of

aterial are required when the construction the expected volumes of material to be removed.

	 The construction methodology and associated impacts arising from the installation and operation of the cooling wa proposed temporary cofferdam for both Canal and River water abstraction options).
	• The construction methodology and associated impacts arising from the installation and operation of the outfall pipe
	Designated nature conservation sites within 15 km of the proposed development have been identified in Table 3.1 and Figu SSSI and SAC) as a major ecological feature in the context of aquatic ecology. However, the description of the environment European eel, Atlantic salmon, river lamprey and sea lamprey have been recognised as designated features of the Humber MMO would expect an extended description of the fish species inhabiting or using the River Trent during migrations/spawni supports the applicant's conclusions on potential impacts to fish receptors, and to justify whether or not additional mitigatio
	Migratory fish species such as Atlantic salmon are considered to be vulnerable to noise disturbance from piling activity, ther more detail in the ES and mitigation measures proposed. Furthermore, Salmonids have been shown to historically pass through the Humber Estuary on migration from the Ouse and Trent systems present in the area (Environment Agency's transitional and coastal waters 'TraC' counts). The MMO recognise that the Eels
	A description of the potential impacts to aquatic ecology from all phases of the proposed development has not been present that construction impacts could have "a substantive but temporary effect on the ability of lamprey (and other migratory fis wider River Trent catchment as a whole, and to return to the Humber Estuary from these habitats". At this stage, considerin of construction activities, MMO are content with the general information provided. However, the ES should provide an est construction activities that will take place within the River
	Trent in order to identify any potential overlap with the spawning and migratory periods of sensitive and protected fish
	No fish surveys have been proposed among the aquatic surveys undertaken by the Applicant (Appendix 11C and 11G). The Environment Agency related to fisheries surveys in coastal and transitional waters including the Humber Estuary may provi these surveys can be downloaded at; <u>https://data.gov.uk/dataset/41308817-191b-459d-aa39-788f74c76623/trac-fish-con</u> <u>years</u> .
	Little information is presented on how the assessment of impacts to fish from UWN and vibration will be carried out, or wh assessment. If sub-tidal piling is required as part of the development MMO would expect to see the following to be consider ("EIA"):
	• An accurate description of the physiological and behavioural impacts to fish caused by UNW and vibration.
	 A detailed description of the intended methods of piling to be used, e.g. vibro or percussive piling, including the nu expected duration to install each pile (including a monthly estimated programme).
	• An appropriate assessment of the physical and behavioural impacts of UWN and vibration for fish species relevant into one of the four hearing sensitivity categories described in Popper et al. (2014).
	Cumulative impacts for UWN.
	The cumulative impact assessment (Chapter 19) approach proposed for this project will determine the establishment of a Zo developments within it. To do so, a series of individual topics and associated areas of influence will be determined based or considering factors such as the distance from the project site or current status of the development. MMO recognise that an undertaken to identify potential developments within a 15 km radius of the Proposed Development location (Figure 19.1). The shortlist of projects with details of their current statuses and distances from the proposed development. This approach is approach is approach is approach is approach in a status of the discharge of effluent from existing sites) within the combination impacts to fish.
	MMO advise that the ZOI for impacts to fish arising from UWN and vibration should be based on the extent of noise propag determined through underwater noise modelling, or be informed through a desk- based study of noise propagation for simil undertaken similar noise-generating activities.
1	

water intake for water abstraction (including the

pipe for the discharge of treated effluent.

igure 8.2 recognises the Humber Estuary (Ramsar, ent for fish is very high-level. For instance, per Estuary SAC and Ramsar site (see Chapter 11). whing to be included within the ES report which ition measures are required.

herefore, these species should be considered in

ms, and European eel are also known to be els Regulations (2009) will be followed.

ented for evaluation. The Applicant has recognised *fish*) species to access breeding habitats in the ering the unknown timing of works and uncertainty estimate of the timing and duration of piling and

ish species.

he MMO advise that the data collected by the ovide additional regional fisheries data. Data from counts-for-all-species-for-all-estuaries- and-all-

what resources will be used to inform the dered for the Environmental Impact Assessment

number and size of piles to be installed, and

ant to the development. Fish should be assigned

a Zone of Influence (ZOI) and identify a list of d on the results of the screening exercise, t an initial screening exercise has been). Table 12.9 (chapter 19) shows an updated appropriate; however, the ES should also consider he study area could result in cumulative or in-

pagation in the river, which may either be milar projects, in comparable locations, that have

I and Marine (CIEEM, 2018) will be considered is is appropriate. However, at this stage, there is ermined by the findings of the EIA.

		4. Summary At this stage, detailed information concerning the marine construction works for the project is limited and consequently the potent suspended sediment concentrations, noise generating activities and marine construction upon fish receptors are not fully known. Appendication within the EIA.
		Marine and migratory fish species found in the River Trent should be identified and assessed appropriately in the EIA, particularly, is information presented by the Applicant, there are a number of outstanding concerns and uncertainties which require addressing in the timing of the proposed pilling works should be presented by the Applicant so that the likelihood of potential impacts to fish receptor
		Your feedback
		We are committed to providing excellent customer service and continually improving our standards and we would be delighted the have received from us. Please help us by taking a few minutes to complete the following short survey (<u>https://www.surveymonke</u>)
20/01/21	Maritime and Coastguard Agency Thomas.Bulpit@mcga.gov.uk	Thank you for the opportunity to comment on your proposed project to construct the Keadby 3 Low Carbon Gas Power Station. We Coastguard Agency (MCA) under Section 42 of the Planning Act 2008.
		The MCA is a statutory consultee and a primary advisor under the Marine and Coastal Access Act 2009, and has an interest in any w could impact shipping, navigation and our search and rescue obligations.
		In this case it appears that there will be works undertaken in the marine environment which may impact navigation on the River Tr would expect all works to be considered under the Marine Licensing requirements of the Marine and Coastal Access Act 2009, and process. It is likely that any concerns could be address by suitably worded conditions of consent.
		For those works within the marine environment, we would expect to see a full consideration of their potential impact on the safe mother marine users. It is not yet clear at PEIR stage to what level of impact those works are likely to have. We note from the PEIR Not neutral (not significant) effect on the River Trent should a cofferdam need to be installed. The impact on the Stainforth and Keadby the slower probable recovery of the bed. Where physical works to watercourses are required, such as the need for new crossings, I significant) are predicted."
		The MCA would like to see further information and detail provided to determine the significance of these predictions. Where possi marine stakeholders, including both commercial shipping and recreational vessel groups.
20/1/21	Historic England alison.macdonald@HistoricEngland.org.uk	Thank you for consulting Historic England on the Keadby 3 Low Carbon Gas Power Station Project and for the subsequent video-con project in more detail.
		Historic England generally agrees with the conclusions of the Preliminary Environmental Information Report (PEIR) and the Non-Ter- a negligible impact on designated heritage assets. Once into the operational and decommissioning phase there may be an opportu- the Scheduled and Gd II Listed Keadby Lock (National Heritage List for England UID: 1005204 & 1342734). This could be achieved b Lock which relates to the Power Station.
		In our EIA Scoping report comments (03 June 2020, Tim Allen) we highlighted concerns that all intrusive site investigation as regard consent. We are pleased to see that these are now being undertaken pre-determination so that a clear understanding of the archa in a manner proportionate to their significance, as required by national policy (NPPF 189 and 193). As undesignated heritage asset archaeological specialist advisor on this matter and implement it in full.
20/01/21	Open Reach darren.4.brown@openreach.co.uk	Thank you for your email. Can you please confirm any reference numbers you have for this order? As there is no postcodes, site addresses etc. I cannot locate this order to be able to provide an update, or to pass to the relevant te Can you please confirm further details so we can locate the works and update you.
20/01/21	Environment Agency annette.hewitson@environment-agency.gov.uk	We have considered the information in the Report and provide the following comments on it, in respect of topics that fall within Chapter 11 – Biodiversity
		We have reviewed Chapter 11 from the perspective of assessing risks to biodiversity, and initial protective and mitigation measu

ential impacts from cumulative effects, increased Appropriate impacts have been scoped in for

y, if subtidal piling is required. Based on the in the ES. Consequently, the duration and the tors can be assessed.

ed to know what you thought of the service you akey.com/r/MMOMLcustomer).

We note your invitation to consult the Maritime &

works undertaken in the marine environment which

Trent, and its locals canals within the subject area. We nd the MCA would expect to be consulted as part of that

e navigation of vessels transiting the area, and the safety of Non-Technical Summary that; "There is expected to be a Iby Canal would be minor adverse (not significant) given s, localised, temporary minor adverse impacts (not

ssible, the developer should also seek to consult other local

conference of Wednesday 6th January which explained the

Technical Summary (NTS), that the development will have rtunity to improve the immediate environs and setting of d by the removal of some of the infrastructure around the

ards archaeology were likely to be undertaken postchaeolgoical potential of the development can be addressd sets you should seek the North Lincolnshire Council's

team.

in our remit.

sures proposed are acceptable. Additional documents

(i.e. Water Vole Mitigation Strategy, Fish management Plan), to ensure legislative compliance is proposed, and we look forward
Reference is made to works to achieve compliance with the Eels Regulations, which is welcomed. As this is the development of screened/measures implemented to protect eel to best-practice and will be please to advise further regarding this when more of the screened/measures implemented to protect eel to best-practice and will be please to advise further regarding this when more of the screened/measures implemented to protect eel to be the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further regarding the screened will be please to advise further screened will be please to advise further screened
Chapter 12 – Water Environment
Water quality We have reviewed Chapter 12 and considered the proposal from a water qualilty/water resources perspective; providing releva Regulations 2016 and Water Industry Act 1991 are adhered to this is acceptable. In particular, we would draw attention to ensu phases of the proposal):
 No polluting material shall enter any controlled water or groundwater without the benefit of an Environmental Permit No more than 20 cubic meters shall be abstracted from any controlled water or groundwater per day without the benefit
Flood risk
We have also reviewed Chapter 12 from the flood risk perspective, and more particularly Appendix 12A, the Flood Risk Assessment
 In its current format the submitted FRA does not comply with the requirements for site- specific flood risk assessments, as set of and Coastal Change section. The FRA does not yet adequately assess the flood risks posed by the development. In summary, the Take into account the Critical Flood Level for North Lincolnshire, as described in the North Lincolnshire Strategic Flood Provide details of the site-specific breach assessment which is being used for the site to assess the risk of the Trent deferevent; Provide details of how the provided climate change flood levels for the Trent have been calculated and applied; Propose finished floor levels for the development in metres aboveOrdnance Datum.
Critical Flood Level – North Lincolnshire SFRA
Our previous response to the Keadby 3 Low Carbon Gas Power Station Scoping Opinion consultation included comments on floe The FRA includes a section on the North Lincolnshire SFRA (page 18), however it does not mention the Critical Flood Level. The Lincolnshire SFRA for new development within the Isle of Axholme Flood Risk Area. As the proposed power station is within the development, and any critical operational infrastructure should be raised 300mm above the critical flood level, so to a height of
The Isle of Axholme is an area of land (the historic flood plain of the River Trent), which has been artificially drained, with water Isle of Axholme critical flood level of 4.1metresAOD is an estimated flood level following a prolonged breakdown of the pumpin Trent. The North Lincolnshire SFRA states that finished floor levels in this area should be set no lower than 4.4mAOD; 300mm a
Site specific breach assessment Aside from the Critical Flood Level in the SFRA, the greatest risk to the site for rapid- onset flooding is a breach of the River Tren event. On page 24 of the FRA there is reference to a site specific breach model undertaken for the Keadby 2 development in 20 0.5%AEP event including a <i>"50 year allowance for climate change"</i> . We are not clear what climate change allowance this refers End/Higher Central/Central). We would also like to review the location of the modelled breach and details of the calculation me specific breach model and any accompanying calculations are submitted to us so we can check that it is relevant to the Keadby
<u>Climate change flood data</u> On page 15 the FRA gives the new climate change sea level rise allowances up to 2065. There is also an assessment of the fluvia
due to the proposed lifespan of the development, the plus 30% climate change allowance is applicable.
The application should also assess the H++ climate change scenario. Information from the Gov.uk website is given below <u>https://climate-change-allowances</u> :
<u>Using H++ allowances for nationally significant infrastructure projects, new settlements or urban extensions</u> Nationally significant infrastructure projects (NSIPs) are major infrastructure projects such as new harbours, roads, power s need to assess the flood risk from a credible maximum climate change scenario. Check the relevant national policy statemen
In other cases, such as new settlements or significant urban extensions, you may also need to assess the flood risk fro circumstances you should use the H++ climate change allowances.

rd to reviewing these in due course. of a new site we expect it will need to be e details are provided/available. vant requirements from the Environment Permitting suring (during both the construction and operational nit. enefit of an Abstraction Licence. sment (FRA). t out in the Planning Practice Guidance (PPG) Flood Risk the FRA currently fails to: ad Risk Assessment (SFRA); efences breaching adjacent to the site during a severe flood

ood risk, which have not been addressed in the FRA. e Critical Flood Level is stipulated within the North ne Isle of Axholme the finished floor level of the of 4.4mAOD.

er levels managed by a network of pumping stations. The ing station network and high water levels on the River above the critical flood level.

ent defences in line with the site during a severe flood 2015. The FRA states that a breach was assessed during a rs to, for example which percentile (H++/Upper methods: we request that the full report for the site by 3 site and uses the correct data.

ial climate change allowances, which states that

s://www.gov.uk/guidance/flood-risk-assessments-

stations and power lines. If you develop NSIPs you may pent.

om a high impact climate change scenario. In these

You should treat this as a 'sensitivity test'. It will help you assess how sensitive your proposal is to changes in the climate for a development can be adapted to large-scale climate change over its lifetime.
On page 23 of the FRA Table 9 gives flood levels (presumably in-channel) for the River Trent during a 0.5%AEP event, with a rang appear to be Environment Agency data that we are aware of. The Environment Agency Mott Macdonald 2014 data only includes include the latest (2019) sea level rise data. Please could you explain where the data in Table 9 has been obtained from, or how i
The flood levels in Table 9 do not appear to have been assessed within the FRA in relation to the development site. You should in when assessing the site specific breach flood levels and also any overtopping of defences flood scenarios which affect the site.
Proposed finished floor levels and mitigation measures The FRA does not appear to propose any specific flood mitigation measures for the proposed development. Proposed finished flo Datum (mAOD). The site is complex with a number of different uses. When deciding on the flood mitigation measures required y infrastructure is above modelled flood levels, including the SFRA Critical Flood Level plus 300mm, so above 4.4mAOD. The develo Scenario plus 300mm freeboard.
The development must be safe for the designed lifetime, it must not increase flood risk to others and should be designed/constr para 067, Table 3 notes for essential infrastructure in FZ3a).
Where areas of the site are below the critical flood level or breach flood level, the FRA should propose alternative mitigation me refuges for occupants of the site above the maximum flood levels. It may be necessary to raise the platform level of the site in or the Critical Flood Level and breach flood level. If large areas of the site are to be raised the FRA must take into account the impact breach of defences flood, would flood water be diverted onto neighbouring properties?
<u>Further information/advice</u> In our previous correspondence we recommended contacting our Humber Strategy Team. This has not been mentioned in the Fl on this as follows:
Maintenance of Flood Defences (Humber 2100+) - The Environment Agency confirms it cannot guarantee that the flood defences protection into the future, at this location. Some assets within this area are approaching the end of their designed life and requir in line with the impacts of climate change. This is highlighted within the Humber Flood Risk Management Strategy (2007). However improvements were uneconomical and as sea level rises the standard of protection provided will diminish.
A new Humber Strategy is currently under development known by the name of "Humber 2100+". The strategy will review the fu Humber Basin. I would advise discussing your proposed development with the Humber Strategy Team, they are contactable by e <u>HStrategy@environment-agency.gov.uk</u> . and further information can be found on the following website; <u>https://consult.environ</u>
<u>Flood Risk Permits</u> Several parts of the proposed development are close to Environment Agency main rivers and flood defences, including the Stain Trent. Development in these areas will require Flood Risk Activity Permits. Flood Risk Activity Permits assess the impact of the pr the proposed development. The Environment Agency will require further detail of the proposed works and how the main rivers a
 The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activ On or within 8 metres of a main river (16 metres if tidal) On or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
 On or within a metres of a nood defence structure of curver ted main river (10 metres in tidal) On or within 16 metres of a sea defence Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culver In a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main permission.
For further guidance please visit <u>https://www.gov.uk/guidance/flood-risk-activities-</u> <u>environmental-permits</u> or contact our Natio (Monday to Friday, 8am to 6pm) or by emailing <u>enquiries@environment- agency.gov.uk</u> . You should not assume that a permit will automatically be forthcoming once planning permission has been granted.
Chapter 13 – Geology, Hydrogeology and Contaminated Land We have reviewed Chapter 13 and considered your proposal for assessing risks to controlled waters from the previous uses of th

r different future scenarios. This will ensure your

nge of climate change allowances. This data does not es a plus 20% climate change allowance, it also does not v it has been calculated.

include the relevant climate change allowances

floor levels should be given in metres above Ordnance I you should always ensure that critical operational elopment must also be set no lower than the Breach

tructed to remain operational in times of flood (PPG

neasures such as flood resilience measures and safe order to raise buildings and critical infrastructure above pact on flow paths. For example during an overtopping or

FRA and so we would highlight our previous comments

es will be maintained at the current standard of uire further investment for improvements, which are also ever, large areas across the Humber Basin found further

future approach of flood risk management within the emailing the following address; conment-agency.gov.uk/humber/strategyreview/.

inforth and Keadby Canal, the Three Rivers and the River proposals during both the construction and lifetime of s and flood defences may be affected.

ivities which will take place:

ılvert n river) and you don't already have planning

ional Customer Contact Centre on 03708 506 506

the site and construction of the new power station.

	The proposed approach is acceptable. Additional intrusive site investigation work is proposed and we look forward to reviewing Environment Permitting Regulations 2016
	The proposed combustion installation will require a permit under Section 1.1 Part A of the Environmental Permitting Regulation Scoping Opinion, made to the Planning Inspectorate. We have no further comments to add to those made previously in respect
	Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me or
Anglian Water <u>sPatience@anglianwater.co.uk</u>	Thank you for the opportunity to comment on the above project. Anglian Water is the water undertaker for part of the above following response is submitted on behalf of Anglian Water.
	Existing water supply assets within the site boundary
	The proposed works relating to water abstraction, discharge and water bornetransport as illustrated on the site layout plan appe company area. Having reviewed our statutory asset plans there does not appear to be any existing water supply infrastructure n above works.
	The location of our existing infrastructure and assets (including both underground infrastructure and aboveground assets such the following address:
	http://www.digdat.co.uk/digdatUtilities
	Preliminary Environmental Information Report (PEIR)
	Cooling water abstraction: reference is made to a potential option which would involve water abstraction from the River Trent. Trent at Newton to provide potable (clean) water to our customers.
	We would welcome further information being provided in relation to surface water abstraction on the River Trent to unde anticipated downstream of the proposed development site.
	Water supply: reference is made to water supply for all activities except for cooling water and process water being supplied by
	Anglian Water has a pre-planning service which can be used to identify feasible water and drainage solutions for applicants, and of making a connection(s). Further details of this service can be found at the following address:
	https://www.anglianwater.co.uk/developers/planningcapacity/pre-planning-
	services/
	In this case most of the proposed development site appears to be located outside of our water supply boundary and is served by SSE Generation Ltd obtains pre-planning advice from Yorkshire Water and Anglian Water for the proposed activities which requi be submitted to the Planning Inspectorate.
	Foul water discharge: reference is made to foul water for the welfare facilities being drained to nearest available wastewater Anglian Water.
	The site is located outside of our statutory sewerage area and is served by SevernTrent Water. As such we would expect Seven undertaker to be consulted further in relation to any requirements for foul connection(s) to the public sewerage network.
	Management of Construction Site Runoff: reference is made to treated water from runoff storage areas potentially being disc Works managed by Anglian Water. With any discharge to the public sewerage network with the consent of Anglian Water and su implemented.
	As set above Severn Trent Water is the incumbent sewerage undertaker and should be consulted further by the applicant in reconnection(s) to the public sewerage network.

ng this in due course.

ns, as previously advised in our response to your t of a permit.

on the number below.

bove site in the vicinity of the River Trent. The

pear to be partially located in the Anglian Water managed by Anglian Water in the vicinity of the

ch as pumping stations) are available to view at

t. Anglian Water abstracts water from the River

lerstand whether there any significant impacts

y Anglian Water.

nd which can used to identify the expected costs

by Yorkshire Water. We would recommend that uire a water supply to inform the application to

r treatment works subject to consultation with

evern Trent Water as the incumbent sewerage

scharged to an existing Waste Water Treatment subject to any agreed treatment measures being

relation to any requirements for surface water

		Protective Provisions for Anglian Water
		Anglian Water would welcome discussion relating to the protective provisions be included in the wording of the Draft DCO. A protective provisions which we normally request is included in the Draft DCO.
		Should you have any queries or require any further information from Anglian Water to assist in the development of this project
20/01/21	Trinity House stephen.vanstone@trinityhouse.co.uk	Trinity House is primarily concerned with the works that are to take place below the high water mark. Therefore, as these works lie all marine safety risk mitigation measures should be agreed with ABP Humber in the first instance.
20/11/21	Homes England <u>Matt.Ridge@homesengland.gov.uk</u>	I would firstly like to thank you for the opportunity to comment on the proposed Keadby 3 Low Carbon Gas Power Station Project. Homes England is the government's housing accelerator. We have the appetite, influence, expertise and resources to drive positive who want to make a difference, we're making possible the new homes England needs, helping to improve neighbourhoods and gro Homes England does not wish to make any representations on the subject project at this time. We will however continue to engage decision-making process for the project, as appropriate.
20/11/21	Network Rail <u>Matt.Leighton@networkrail.co.uk</u>	I refer to your letter of 23 November 2020 in respect of the consultation under Section 42 of the Planning Act 2008 on the Keadby 3 in the vicinity of the existing Keadby Power Stations, Keadby, nr Scunthorpe.
		Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It network. Network Rail aims to protect and enhance the railway infrastructure therefore any proposed development which is in clos affect Network Rail's specific land interests, will need to be carefully considered.
		Impact on Network Rail Infrastructure Network Rail has been reviewing the information provided and note that proposals include the routing of construction traffic (inclu- the development site from the south and also the use of a compound to the south of the railway, in addition to the construction of railway infrastructure. At this stage the information supplied is not sufficiently detailed to fully assess potential impacts of the scher required to properly respond on the likely impacts of the proposed scheme. In relation to construction traffic routing Traffic Assess the site (Grid ref 481159/411384) and also the Chapel Lane bridge and level crossing (Grid ref 482501/411528) to the South East of level crossing would be affected by the development, we nevertheless seek assurance on this point given the potential impact to op conjunction with this development.
		In order to ensure that the scheme does not impact on operational railway safety, the developer must liaise closely with Network R into the site are appropriate and the design and construction of the new power station and associated infrastructure will not have a assumed that a condition of the Order would be that detailed specifications of the proposed scheme and traffic management plans development can commence.
		Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permaner wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are a under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to p standard protective provisions which will need to be included in the DCO as a minimum therefore contact should be made to Emily to obtain a copy of the relevant wording In addition a number of legal and commercial agreements will need to be entered into, for statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not end details of the scheme are discussed between the parties. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely a Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times. In any event you must co soon as possible in relation to this scheme on the following e-mail address <u>AssetProtectionEastern@networkrail.co.uk</u> .
		Network Rail is prepared to discuss the inclusion of Network Rail land or rights over land subject to there being no impact on the op consents being in place and appropriate commercial and other terms having been agreed between the parties and approved by Net Network Rail also reserves the right to make additional comments once we have evaluated the proposals in more detail.
		Summary Network Rail would be grateful if the comments and points detailed within this consultation response are considered by The Keadb Network Rail would welcome further discussion and negotiation with The Keadby 3 Low Carbon Gas Power Station Project in relation forward. If you have any questions or require more information in relation to the above please let me know.

Appendix 1 of this letter outlines our standard

ct please let me know.

lie within the jurisdiction of ABP Humber, we advise that

ve market change. By releasing more land to developers row communities.

ge with you and any further requests as part of the future

/ 3 Low Carbon Gas Power Station Project on land at and

It owns, operates, maintains and develops the main rail lose proximity to the railway line or could potentially

cluding HGVs/abnormal loads) over the railway to access of the power station itself proposed to the north of the neme on the railway and further information will be ssments should include the bridge to the South West of of the site. Whilst it is unlikely the Chapel Lane bridge and operational railway safety should these assets be used in

k Rail Asset Protection to ensure that the haulage routes e an adverse impact on railway operations. It is therefore ns are to be provided and agreed in writing before

nent or temporary purposes. In addition, Network Rail will ad land interests. Network Rail reserves the right to re available. In addition, any rights for power or other lines o protect the operational railway and stations. We have ily Christelow, email: <u>Emily.Christelow@networkrail.co.uk</u> for example, asset protection agreements, method t exhaustive and will need to be reviewed once more

affecting the safety of,or encroaching upon Network contact Network Rail's Asset Protection Engineers as

operational railway, all regulatory and other required Network Rail's board.

dby 3 Low Carbon Gas Power Station Project. tion to the proposed development as required going

20/01/21	Humberside Police <u>Tracy.Rokahr@humberside.pnn.police.uk</u>	I am writing with regard to a copy letter I have received from yourselves which was initially sent for the attention of Rachel Cook, The Lawns, Harland Way, Cottingham, HU16 5SN. The Office of the Police and Crime Commissioner has forwarded on your letter to mystis undertaken.
		I am the Designing out Crime Officer covering the North Lincolnshire area and represent Humberside Police for all responses on pla
		Having internally consulted with my colleagues within the Traffic Management Unit, Neighbourhood Policing Team and Counter Tea the download link stated within your letter, I can confirm that Humberside Police has no objections or comments to make on these
	North Lincolnshire Council	For information, Humberside Police has a Protocol in place with the four Local Authorities within Humberside, (East Riding of Yorks Lincolnshire Council and Hull City Council) which ensures the Designing out Crime Officers are the single point of contact for plannir future consultation submissions are forwarded to our SPOC box at CPDA@humberside.pnn.police.uk or by contacting myself on the & North Lincolnshire areas, or my colleague Marc Dias at marc.dias@humberside.pnn.police.uk for Hull City Council and North East Please find attached a copy of North Lincolnshire Council's response as host LPA to the stage 2 consultation in respect of the Keadb
	Andrew.Law@northlincs.gov.uk	attached copies of responses from our internal technical consultee's which have been summarised in the LPA's consultation respon Letter I have taken the opportunity to review the Preliminary Environmental Impact Report and Non-Technical Summary and documents of the Council have raised matters which will hopefully advise the final production of the Environmental Statement and support you in Inspectorate. I have enclosed these consultation responses for your information, please feel free to discuss these matters with the should you require any specific contact details. I would be grateful if you could keep me copied into any future correspondence with scheme and collate formal responses to you in the future.
		North Lincolnshire Council does not wish to raise any objection to the principle of the proposed scheme at this moment in time. The production, which will help to deliver carbon reduction policies set out in the NPPF, UK Clean Growth Strategy, Environment Bill, Hu Lincolnshire Core Strategy and North Lincolnshire Local Plan Preferred Options.
		At the examination stage North Lincolnshire Council will produce a Local Impact Report which may need to be agreed by local mem the right to raise concerns at a later stage following consideration of the application by committee members.
		At this stage of pre-application consultation I would like to make the following observations:
		Air Quality
		Having reviewed Chapter 8 and Appendix 8A and 8B of the PEIR I can confirm agreement to the approach to the assessment of air of
		The Council's Environmental Health Officer (EHO) has provided comments on the contents of these chapters, which are set out in further are summarised below.
		With respect to the construction phase of the development it is considered that with the implementation of appropriate mitigation Environmental Management Plan (CEMP), the potential effect from fugitive emissions of construction dust would not be significant accompany the Environmental Statement and DCO application and the Council's EHO has provided advice on the expected content response dated 14 January 2021.
		With regards to the operational phase it is noted that in relation to human receptors, Vazon Bridge House (482507, 411501), locate identified.
		Noise and Vibration
		The Council's Environmental Health Officer has provided comments on the contents of Chapter 9 of the PEIR which are set out in fu are summarised below:
		In addition to the standards and guidance listed in the assessment, reference and consideration should also be made to the following

, The Police and Crime Commissioner for Humberside, The nyself to ensure full consultation within Humberside Police

lanning applications and pre-application consultations.

Terrorism Unit, and having viewed the proposals myself on se proposals.

kshire Council, North Lincolnshire Council, North East ning applications. Therefore I would be grateful if any the above e-mail address, for the East Riding of Yorkshire ast Lincolnshire areas.

dby 3 Low Carbon Gas Power Station Project. I have also onse.

ts submitted to the authority. Technical consultees within a in making a robust submission to the Planning ne relevant officers and do not hesitate to contact me with technical consultees so that I can project manage this

The LPA is supportive of the principle of low carbon energy Humber Clean Growth Local White Paper, North

embers at Planning Committee and as such we do reserve

r quality impacts.

full in the attached consultation response. These points

on and control measures set out in a Construction int. It is noted that a framework CEMP is proposed to nts of the CEMP within their appended consultation

ated closest to the proposed development has not been

full in the attached consultation response. These points

wing guidance:

World Health Organisation Environmental Noise Guidelines for the European Region (2018)
World Health Organisation Guidelines for Community Noise (1999)
World Health Organisation Night Noise Guidelines for Europe (2009)
Due to the COVID-19 outbreak it was agreed that the use of baseline sound survey data presented in the Keadby 2 Power Station ES If practicable, additional baseline data should be collected in 2021 to cover the gaps in the baseline data collected and to verify the
Under the section 'Assessment of Construction Vibration', Section 9.3.29 and 9.3.38, the assessment of construction vibration has a stated as a minimum of 475 metres. Clarification is required on this matter as the distance to receptors as detailed in Table 9.4 are
It is proposed that operational noise limits will be secured by a Requirement of the draft DCO. The Council's EHO agrees with the properties of the context assessment.
Contamination
The Council's EHO has also reviewed Chapter 13 and Appendixes 13A-C of the PEIR as well as the UXO Threat Assessment and has c approach outlined within these documents.
Ecology
Having reviewed Chapter 11 of the PEIR and the comments supplied by the council's ecologist I can confirm that the survey method protected and priority species is appropriate for the site in question.
Natural England has identified parts of the proposal site as being within an "amber risk zone" for great crested newts- a European P crested newts (and thus an offence) would normally need to be taken into account on this site. However, the submitted Preliminary evidence, in terms of site-based habitat suitability assessment and past survey results, to justify this species being scoped out of fur
With regards to biodiversity the Council's Ecologist is supportive of the proposals to positively manage areas of acid grassland and or being of national importance. It is also noted, and welcomed, that following the scoping stage, the red-line boundary has been tight that care has been taken to avid impacts on undesignated acid grassland, open mosaic habitats and terrestrial invertebrate communications.
Biodiversity enhancement should be secured by implementing the measures set out in Section 11.7 of Chapter 11 of the PEIR. In or and deliverable, the applicant is advised to make use of Defra's Biodiversity Metric Version 2.0. If it is not possible to deliver a net g holding, it may be possible to work with third-party landowners to deliver enhancements to nearby Local Wildlife Sites (LWS), such LWS. Local landowners and site managers have indicated a willingness to work towards habitat improvements in recent years.
In addition to the above comments, the applicant will need to provide the Planning Inspectorate, as Competent Authority in this cas Habitat Regulations Assessment. The information set out in Chapter 11 of the PEIR appears broadly appropriate. In addition, if the P will be necessary to consider the potential for likely significant effects on River Lamprey and Sea Lamprey (jawless fish).
Traffic and Transport
The Council's Highways officers have reviewed chapter 10 of the PEIR and have raised the following comments:
It is noted that all construction and operational traffic is proposed to access the site from the A18, which will be supported by the in the A18 in the vicinity of the site access. The LPA is supportive of all construction traffic using the perpendicular and skew accesses (AIL) could be brought into the site via the A161 Bonnyhale Road, we would prefer the number of these movements to be limited a We are also supportive of proposals to transport the AILs by water as much as possible.
The Council's Highways Officer is pleased to see that Chapel Lane will only be used for emergency access as movements along this r
With regards to construction traffic, the methodology put forwards to calculate the number of construction workers and associated However, it would be useful to understand the anticipated working hours/shift patterns for construction workers as this will suppor workers are arriving/departing outside highway peak hours. Any security gatehouses should be set sufficiently far back from the A1 access road rather than on the A18. I can also confirm that a Construction Phase Traffic Management Plan and Construction Worker

ES was appropriate to inform the assessments in the PEIR. ne data collected in 2015/2016.

s been scoped out due to the distance from receptors re stated as being 15-20 metres.

proposal to undertake further consultation with NLC

s confirmed that they are satisfied with the proposals and

ods used and survey effort deployed in respect of

n Protected Species. The potential for harm to great ary Ecological Appraisal Report provides adequate further assessment.

d open mosaic habitats, which have been assessed as ghtened to exclude some areas of sensitive habitat and nunities.

order to make sure that biodiversity net gain is quantified t gain in biodiversity on-site, or on the applicant's landch as Keadby Wetland LWS and Keadby Wet Grassland

case, with all of the information reasonably required for a e River Trent option is selected for water abstraction, it

e implementation of a temporary 40mph speed limit on es from the A18. Whilst some Abnormal Indivisible Loads I and the main access to be the skewed bridge off the A18.

s road should be kept to a minimum.

ed vehicle movements is considered to be acceptable. bort the assumption that the majority of construction A18 access to allow vehicles to queue (if required) on the ker Travel Plan will be required.

It is noted that the proposal is for operational traffic to use the A18 access, rather than the existing main access on the B1392. How whether this will apply solely to operational traffic associated with Keadby 3, or all operational site traffic; clarification on this point
It is also noted that there is a proposal to upgrade the existing perpendicular junction with the A18 to facilitate this. This appears to provision of a ghost island, for right turning traffic. No details appear to have been provided to justify why these junction improvem Transport Assessment suggests a total of 50 operational staff, consisting of a day and a night shift and also office workers and not a unlikely that there will be a significant number of vehicle movements during peak hours, which may warrant a ghost island. I appret this time; however please note that any amended junction would need to be designed in accordance with The Design Manual for R whether there is sufficient carriageway width to achieve this. Should the junction improvements be required the LPA would want a on the design.
Landscape and Visual Impact
Having reviewed Chapter 14 of the PEIR I can confirm agreement to the approach to the assessment and mitigation of landscape ar
Potential impacts on local and more distant views and landscape character types have been assessed. Overall, the potential for har within an area already affected by power stations, pylons and windfarms. Moderate adverse effects on visual amenity are predicted considered in context as a minor additional effect on areas already affected by intrusive structures.
Impact avoidance measures are set out in Section 14.5.3 and should be secured by DCO Requirements. The proposed mitigation me
 It is not possible to screen such large-scale structures, but screening of low level "clutter" can be valuable;
Screen planting on the northern boundary could adversely affect water vole habitat and would be inappropriate in an oper
Details of finishes etc. are important in minimising visual impacts against the skyline.
Surface Water and Flood Risk
The Council's Drainage team has reviewed Chapter 12 of the PEIR and have raised no objection to the proposed method of assessing
The Drainage officer welcomes that adequate reference is made to the consultation requirements with the IDB, LLFA etc. and that is consideration of SuDS. The application will be expected to include a full Flood Risk Assessment, Drainage Strategy and SuDS considerationage scheme reference should be made to North Lincolnshire Council's SuDS and Flood Risk Guidance Document, which is available.
Cultural Heritage
The council's Historic Environment Record (HER) make comments on the content of Chapter 15 of the PEIR and these comments ar summarised below:
A Cultural Heritage desk based assessment (DBA) is included (Appendix 15a). This comprises the collation of available sources of his including designated and non-designated heritage assets encompassing built heritage, archaeology, historic landscape character an Interest (ASHLI). It includes an assessment of archaeological potential based on the known resource.
The assessment of the impacts on the non-designated built heritage assets and the ASHLI (viewpoint and wireframe is assessed in t are satisfactory.
The DBA identifies the known archaeological and palaeoenvironmental resource of the proposed development site (4.4 & Table 4) a yet undiscovered remains (5.3). The construction of the proposed development has high potential to impact directly on the known resource, ranging from the pre-peat land surface and associated activities that may date from the Mesolithic and Early Neolithic pe between the Mesolithic and Iron Age periods; artefacts and ecofacts preserved within the peat deposits and overlying sediments; R remains associated with the process of warping to improve agricultural fertility of the land. The significance of this potential unrecon high significance.
In order to more accurately locate and identify unrecorded archaeology within the proposed development site and assess the signi field evaluation is required.

owever it is not clear what the reason for this is and int would be appreciated.

to consist primarily of localised widening to allow for the ements are required. The information provided in the t all of these will travel from the east. It is therefore reciate that a detailed layout has not been produced at Roads and Bridges (DMRB). There is some doubt as to a Stage 1 and Stage 2 Road Safety Audit to be carried out

and visual impacts.

arm is relatively low, as the new structures will be set ted at three viewpoints, but again, this has to be

neasures are supported, recognising in particular that:

pen landscape; and

sing flood risk.

It reference is also made to the need for appropriate iderations. When developing the detailed surface water ailable on the Council's website.

are set out in the enclosed consultation response and are

historic environment data of known heritage assets and the Isle of Axholme Area of Special Historic Landscape

the LVIA; Figures 14.19 to 14.24 in PEI Report, Volume III)

and an assessment of the archaeological potential for as an and potential archaeological and palaeoenvironmental periods preserved beneath peat deposits that formed ; Roman occupation; post-medieval drainage features and corded archaeology is currently unknown but maybe of

nificance of the remains to inform the EIA, archaeological

A meeting was held with the applicant and the HER on 14 January to discuss the scope and timing of this inve- undertaken at the earliest opportunity to inform the pre-determination EIA and DCO examination process, an should be set out in a final Mitigation WSI, the implementation of which may be secured by an appropriately nature and scope of the staged evaluation in line with that recommended above. It is understood that the ap prior to commencement and it is anticipated that the initial stage of work, the augering, will begin before the The HER have confirmed that they will continue to work with the applicant to expedite the timely undertakin unnecessary delay with the DCO application and processes.	nd that any mitigation worded DCO requirem
	submission of the DC
	g and completion of t
Cumulative Impact	
Having reviewed Chapter 19 of the PEIR I can confirm that at the current time all relevant existing and proposed environmental effects together with the proposed development have been identified. It is also agreed that the acceptable.	-
With regards to the developments listed in Table 19.2 status updates for some of the identified schemes are	provided below:
 PA/2019/1904 – This application was discussed at the planning committee meeting in December and the planning committee on 26/01/2021 and as such a decision is likely to be issued prior to the submodeling of a Section 106 Agreement. As such planning permission is likely to be issued prior to the website; 	nission of the DCO app d members were mind
 PA/2020/537 – This application was approved on 28/10/2020; PA/2020/12027 – This application was approved on 28/10/2020; 	
 PA/2020/1207 – This application was refused on 15/01/2021; PA/2019/1414 – This application was refused on 23/11/2020; and 	
 Little Crow Solar Park – The DCO application was submitted on 04/12/2020 and accepted for examin 	nation on 23/12/2020.
I trust that the comments contained within this letter and enclosures are helpful. Please do not hesitate to co development.	ontact me should you
20/01/21 Lincolnshire Wildlife Trust Firstly, we wish to express our disappointment that a natural gas fired power station is being proposed giver 20/01/21 Lincolnshire Wildlife Trust Firstly, we wish to express our disappointment that a natural gas fired power station is being proposed giver CSterling@lincstrust.co.uk having on the natural world. Especially in consideration of the UK Government's targets to reach net zero. The renewable energy generation should be considered the answer.	-
Furthermore, within this application it is proposed that Carbon Capture and Storage (CCS) within the North S dioxide created by the power station at sea, transporting it via pipeline(s). Presently, we have yet to be prese our marine environment. Depending on the proposed locations of pipelines and storage zones, we may also could lead to direct impacts or have long-term negative impacts on marine protected areas and the ability to regards to building the evidence base on CCS, such as by Plymouth Marine Laboratory, and we would conside we cannot concurrently consider the proposed CCS mitigation for this development since an application has storage system. It is disappointing to not have such interlinked developments running in tandem through the	ented with sound evide object to such develop secure sustainable Liv er such evidence wher not been submitted to
implications of the whole project scope for both the terrestrial and marine environment in a more holistic ap application.	
Secondly, the information relating to biodiversity appears to be comprehensive and covers all of the relevant	
considered satisfactory, it does not meet current and emerging best practice within the sector. Whilst we reconstruct the sector is the sector	-
minimum of 10% BNG. Applying these principles to NSIPs would not only ensure a level playing field amongst planning system and meet the goals within the UK Government's 25 Year Environment Plan.	
Currently, there is very little information included on how the project will deliver biodiversity enhancement,	
We would strongly recommend that the information from the site surveys is used to complete the Defra Biod biodiversity value of the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and secured with the site and ensure that a significant measurable net gain can be achieved and	-
Environment Agency in their scoping response.	
We look forward to seeing the results of the Habitats Regulations Assessment in due course and wish to rese during the formal consultation.	rve the right to comm
Until the above issues are addressed, we cannot support this development and will be minded to object,	

has advised that the field evaluation will need to be on measures resulting from the findings of the evaluation ement. At the meeting agreement was reached on the a detailed WSI for this work to be agreed with the HER DCO application.

hat have the potential to generate cumulative oach to the assessment of potential cumulative impact is

site visit. The application is due to be presented again to pplication. This will be updated on the Council's website; nded to grant planning permission subject to the being submitted. This will be updated on the Council's

wish to discuss any aspect of this response or this

risis and the well evidenced negative impacts that is nly believe that relevant and appropriately located

mpacts of this development through storing the carbon dence that CCS at sea will not have a negative impact on opments. If inappropriately located, this infrastructure Living Seas. We are aware that research is underway in en assessing any proposed CCS development. However, to our knowledge for the proposed Humber hub and that consultees and communities can consider the full is alone, we are minded to object to this development

hilst this information would have previously been re currently exempt from having to provide Biodiversity loy the Biodiversity Metric and aim to secure an absolute ut also help to secure nature's recovery through the wider

yidgements have been made regarding habitats present. will allow an objective assessment of the current note that this information was requested by the

ment in more detail on issues encompassed by the EIA

20/44/24		
20/11/21	Forestry Commission jim.smith@forestrycommission.gov.uk	Thank you for seeking the Forestry Commission's comments on the above proposed development.
		The Forestry Commission is the Government experts on forestry & woodland and a statutory consultee (as defined by Schedule 1
		Prescribed Forms and Procedures) Regulations 2009) ^[1] for major infrastructure (Nationally Significant Infrastructure Projects (NS expansion of forests and woodlands (Planning Act 2008).
		The Forestry Commission's responsibility is to discharge its consultee roles as efficiently, effectively and professionally as possible <u>Forestry Standard</u> (4th edition published 2017). Page 23 "Areas of woodland are material considerations in the planning process a These plans pay particular attention to woods listed on the Ancient Woodland Inventory and areas identified as Sites of Local Nat
		As highlighted in the National Planning Policy Framework: Irreplaceable habitats including ancient woodland and veteran trees se
		Networks (NPSNN): <u>National Planning Policy Framework</u> (published 19 th June 2019).
		Paragraph 175 – "development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancienate are wholly exceptional reasons and a suitable compensation strategy exists".
		The Forestry Commission has also prepared joint <u>standing advice</u> with Natural England on ancient woodland and veteran trees where is an irreplaceable habitat, and that, in planning decisions, Plantations on Ancient Woodland Sites (PAWS) should be treated equations woodland. It highlights the Ancient Woodland Inventory as a way to find out if woodland is ancient.
		If you need to know more about the Forestry Commission's role in the planning system please see : <u>https://www.gov.uk/guidance</u> woodland#felling-trees-on-development-sites
		As indicated in the K3 location plan and various documents provided there would appear to be no woodlands in the proposed develor creation as part of mitigation or biodiversity enhancement for the proposed development we recommend that this is carried out
		Climate Change
		The Forestry Commission would strongly encourage the applicant to consider climate change when developing their proposed developing their proposed developing their proposed developing their proposed developing the strong the strong that we there is a need to create and manage woodlands that are more resilient to the strong the s
		Woodland adaption for resilience can be achieved through.
		Planting a wider range of tree species
		 Using seed from a wider range of origins and provenances, including planting native trees outside their natural range. Encouraging natural regeneration where it is likely to be successful, to encourage evolutionary adaptation and as the clir Protecting from damaging animals
		Further information can be found in the Forestry Commissions guide to Responding to the climate emergency with new trees and
		https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachm ent_data/file/892714/Responding oodlands.pdf
20/01/21	Isla of Aybolmo and North Nottinghamaking Mistar Lawel	The site is within the Isle of Avholme and North Nottinghamshive Weter Level Management Deard district
20/01/21	Isle of Axholme and North Nottinghamshire Water Level Management Boards <u>darren.cowling@Imdb.co.uk</u>	The site is within the Isle of Axholme and North Nottinghamshire Water Level Management Board district. The Board maintained Glew Drain, an open watercourse, exists on the Northern boundary of the site and to which BYELAWS and the 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 which the consent of the Environment Agency will be required).
		The proposed surface water discharge from the site is in excess of that usually permitted by the Board. There is a potential impact of more importantly the capacity at both Bewcarrs and Paupers Pumping Stations is a matter that will require consideration. As such further discussions will be required to determin the acceptability of the proposal and agree any mitigation measures or final accommodate the additional flows both within the receiving watercourse and at the above mentioned pumping stations.

e 1 of The Infrastructure Planning (Applications: NSIPS) that are likely to affect the protection or

ble, based on the forestry principles set out in the <u>UK</u> ss and may be protected in local authority Area Plans. Jature Conservation Importance (SLNCIs).

section of the National Policy Statement National

cient or veteran trees) should be refused, unless there

which we refer you to as it notes that ancient woodland ually in terms of the protection afforded to ancient

nce/planning-applications-affecting-trees-and-

elopment site. In relation to any tree planting or woodland ut in accordance with the UK Forestry Standard.

levelopment. The predicted changes in temperature along t to these threats.

limate changes

nd woodlands.

ing to the climate emergency with new trees and w

the LAND DRAINAGE ACT 1991 applies. Board's district (other than directly to a main river for

ct upon the receiving watercourse. However, perhaps

nancial contributions that may be deemed necessary to

		-
		The Board's consent is required to erect any building or structure (including walls and fences), whether temporary or permanent, or within 9 metres of the top edge of any Board maintained watercourse or the edge of any Board maintained culvert. With this in mir
		need to be considered and potentially consented.
		The Board's consent is required for any works, whether temporary or permanent, in, over or under, any Board maintained watercon
		development is to include the construction of an emergency access point over the Board maintained watercourse, which will requir
		The erection or alteration of any mill dam, weir or other like obstruction to the flow, or erection or alteration of any culvert, wheth
		riparian watercourse will require the Board's prior written consent. The site is bounded to the East and West by riparian watercour
		within these features would require consent. Furthermore, the applicant is advised that they are likely to have a riparian responsibility
		watercourse which borders or flows through land owned or occupied by them.
		The Board's consent is required irrespective of any permission gained under the Town and Country Planning Act 1990. The Board's
		detrimental to the flow or stability of the watercourse/culvert or the Board's machinery access to the watercourse/culvert which is
		improvement and emergency works. The applicant should therefore note that the proposals described within this planning applicat
		requirements if the Board's consent is refused.
		Any planting undertaken at the site must be carried out in such a way to ensure that the planting does not encroach within nine met
		matured. Under the Land Drainage Act the Board are permitted to deposit arisings from the watercourse on adjoining land. Any occupier of a
		that an exemption under the Waste Management Regulations may be required from the Environment Agency.
		If you require any further information please do not hesitate to contact the Board's Planning and Development Control Officer, Dar
20/01/21	Natural England Hannah.Gooch@naturalengland.org.uk	Consultation in accordance with Section 42 of the Planning Act 2008: Keadby 3 Low Carbon Gas Power Station Project – Applicat
		Station, Comprising A CCGT Unit With A Capacity Of Up To 910 Megawatts Electrical Output (Gross), Carbon Capture And Compress
		Associated Development At Land At And In The Vicinity Of The Existing Keadby Power Stations (Keadby 1 And Keadby 2), Keadby, I
		Thank you for your consultation on the above dated 20 November 2020.
		Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved
		and future generations, thereby contributing to sustainable development.
		SECTION 42 PLANNING ACT 2008
		CONSERVATION OF HABITATS & SPECIES REGULATIONS 2017 (AS AMENDED)
		Internationally and nationally designated sites
		The application site is in close proximity to European designated sites (also commonly referred to as Natura 2000 sites), and there
		European sites are afforded protection under the Conservation of Habitats and Species Regulations 2017, as amended (the 'Habit
		adjacent to the Humber Estuary Special Protection Area (SPA) and Special Area of Conservation (SAC), which are European sites. 1
		and notified at a national level as Humber Estuary Site of Special Scientific Interest (SSSI).
		The designated sites relevant to this application are:
		Humber Estuary Special Protection Area (SPA)
		Humber Estuary Special Area of Conservation (SAC)
		Humber Estuary Ramsar site
		Humber Estuary Site of Special Scientific Interest (SSSI)
		In addition, there are a number of designated sites within 15km of the proposed development site, which require assessment for
		Thorne Moor SAC
		Hatfield Moor SAC
		Thorne, Crowle and Goole Moors SSSI
		Hatfield Moors SSSI
		Crowle Borrow Pits SSSI
		Hatfield Chase Ditches SSSI
		Eastoft Meadow SSSI
		Belshaw SSSI
		Risby Warren SSSI

, or plant any tree, shrub, willow or other similar growth nind the position of any boundary/ security fence will

course or culvert. It is noted that the proposed uire consent.

ther temporary or permanent, within the channel of a urses. Any future proposal to install culverts or headwalls ibility to maintain the proper flow of water in any riparian

's consent will only be granted where proposals are not is required for annual maintenance, periodic cation may need to be altered to comply with the Board's

netres of any Board maintained watercourse when fully

f adjacent land wishing to remove the spoil should note

arren Cowling.

ation For A Combined Cycle Gas Turbine (CCGT) Power ression Plant, A CO2 Export Pipeline Connection, And y, Near Scunthorpe, North Lincolnshire

ed, enhanced, and managed for the benefit of present

refore has the potential to affect their interest features. itats Regulations'). The application site is within and . The site is also listed as Humber Estuary Ramsar site¹

or potential operational air quality impacts:

 -
Epworth Turbary SSSI
Messingham Heath SSSI
Tuetoes Hills SSSI
Messingham Sand Quarry SSSI
Haxey Turbary SSSI
Rush Furlong SSSI
Manton and Twigmoor SSSI
 Scotton and Laughton Forest Ponds SSSI
Hewson's Field SSSI
Broughton Far Wood SSSI
Broughton Alder Wood SSSI
Scotton Beck Fields SSSI
Scotton Common SSSI
Laughton Common SSSI
Potential Noise, Vibration and Visual Disturbance Impacts During Construction And Operation
Natural England concurs that the construction of the proposed development has the potential to affect the designated features existing water intake and outfall structures on the River Trent need to be upgraded. In particular, if the proposed development designated sites.
We note that at 12.3.52 in Chapter 12 of the Preliminary Environmental Information Report (PEIR), it suggests that "cofferdam ecological impacts from the structure (e.g. relating to fish migration in the River Trent)" to prevent disturbance impacts. Natura activities are carried out outside of the lamprey species' migration periods.
We note that at 11.6.12 in Chapter 11, it suggests that "the duration of any cofferdam(s) being in place will also be minimised to Natural England recommends that an estimation of the length of time that the cofferdams will be in-situ should be provided with enable assessment of the potential impacts over time, i.e. scour and erosion. We note that 11.6.12 also mentions that "other be reduce the potential for erosion and scour impacts". We advise that further information should be provided to demonstrate whe protection mitigation measures.
Lamprey do have the potential to occur year round as migration downstream to the estuary/sea occurs when they are a certain small in diameter,
 therefore, water abstraction during the operational phase has the potential to affect a significant portion of the Humber lampr satisfied that sufficient assessment of the potential impacts on lamprey species has been carried out within the HRA, including potential barrier effects risk of impingement/entrainment
• in combination effects of extracting/discharging large volumes of water multiple times within c.300m.
In addition, evidence should be provided on the effectiveness of the eel screens in limiting impingement/entrainment to ensur
If water abstraction/ discharge takes place via the Canal. Natural England is of the opinion that the same screening consideration
Potential Water Quality and Surface Water Drainage Impacts During Construction And Operation
Natural England welcomes the measures outlined at 12.5 and 12.6 Chapter 12 Water Environment of the PEIR, which are to be Management Plan (CEMP). It is stated that the CEMP will detail measures to avoid, prevent and reduce the adverse effects on accidental pollution.
Natural England advises that the CEMP should also consider the following risks to prevent impacts on the Humber Estuary SSS

es of the Humber Estuary SAC, Ramsar and SSSI, if the tresults in the permanent loss of habitat within the

installation or removal would be timed to minimise al England welcomes this and recommends that these

to reduce the potential for erosion and scour impacts". ithin the Habitats Regulations Assessment (HRA) to pank protection mitigation can also be applied to further hen it would be appropriate to use these additional bank

size c.15cm, rather than age. Lamprey at this size are

rey populations. Natural England would need to be assessment of:

e minimal mortality rates of lamprey.

ons to that of the river abstraction should take place.

included within a Construction Environmental the water environment, as well as measures to deal with

SAC/ Ramsar:

 Potential impacts that may occur when discharging the water from the cooling system into the River Trent. Measures to a required. This may need to include an assessment of the potential risks from a change of temperature to the watercourse Section 12.3.14 states that surface water runoff from the proposed development may include 'urban diffuse pollutants'. These pollutants pose to the Humber Estuary designated sites, along with suitable treatment measures if required.
Potential Air Quality Impacts During Operation
Natural England attended a meeting with AECOM on 15 January 2021, in this meeting the consultants requested further confirmation ammonia emissions at a number of SSSIs. We have not yet finalised a response for all of the sites and therefore we will provide ad and SSSIs as soon as possible, once we have gathered all of the required information.
WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED)
Sites of Special Scientific Interest
Natural England notes that the application site is located in close proximity to the Humber Estuary SSSI. Based on the plans submit development could have potential significant effects on the interest features for which the site has been notified. Our advice
regarding the potential impacts upon the Humber Estuary SSSI coincide with our advice regarding the potential impacts upon the above.
In addition, Natural England notes that there are a number of designated sites within 15km of the proposed development site (as potential operational air quality impacts.
Potential Air Quality Impacts During Operation
Natural England attended a meeting with AECOM on 15 January 2021, in this meeting the consultants requested further confirma ammonia emissions at a number of SSSIs. We have not yet finalised a response for all of the sites and therefore we will provide ad and SSSIs as soon as possible, once we have gathered all of the required information.
Other Advice Natural England offers the following additional advice:
Protected species We note the suite of ecological field surveys that have been undertaken as detailed in Table 11.4 in Chapter 11. We welcome the construction checks as set out in Section 11.7 of the report and the creation of a Landscaping and Biodiversity Management and E
Natural England has produced standing advic <u>e¹ to help competent authorities and developers better understand the impact of de also provided additional comments on the potential impacts on protected species below:</u>
Water vole
Annex 11F Riparian Mammal Survey Report found evidence of water voles throughout the drains on the proposed development s displacement should be implemented where work will impact sections of watercourse used by water vole, this includes the developer developer should also ensure adjacent areas provide suitable water vole habitat prior to displacement. A licence for this activity s commencement of development.
The habitat enhancement measures outlined at 11.6.53 are welcomed by Natural England. These measures should be further deta

nation on the appropriate environmental thresholds for advice on air quality impacts on both European sites

mitted, Natural England considers that the proposed

ne Humber Estuary SPA / SAC / Ramsar as detailed

as listed above), which require assessment for

nation on the appropriate environmental thresholds for advice on air quality impacts on both European sites

e proposed avoidance / mitigation measures and prel Enhancement Plan (LBMEP).

development on protected or BAP species. We have

t site. Natural England recommends that water vole elopment of access bridges over the drains. The should be secured from Natural England prior to

etailed within the LBMEP.

	Bats
	Annex 11C of the Preliminary Ecological Appraisal includes an assessment of the trees with features of potential suitability for roos bat boxes. The developer should clarify whether these trees are to be retained on site as part of the development. If they are not r relocated, the status of the roost should be determined through appropriate survey methods. If bat roosts are confirmed, such wo licence from Natural England.
	Badgers
	Section 3(e) of the Protection of Badgers Act 1992 makes it an offence for a person to interfere with a badger sett by disturbing a b
	Works within 30m of the sett will only be allowed to be carried out between July and November, outside of the breeding season. I badger sett the developer will be required to seek out a licence with Natural England prior to any works commencing where there sett.
	Natural England supports the implementation of general good practice measures to prevent badgers and other ground dwelling ar
	Birds
	Natural England notes the Preliminary Ecological Appraisal Report identified that the onsite breeding population of one species, win note that little ringed plover is not threatened, but it is a scarce breeding species, so the population at this site is also considered of speak to the ecologist at the local authority to ensure there is not a net loss of habitat for these species due to the development are incorporated into the ecological enhancement area.
	Local sites and priority habitats and species Natural England does not hold locally specific information on local sites and therefore has not provided specific advice regarding the
	of the development.
	Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List pub and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic v
	Natural England notes the Preliminary Ecological Appraisal Report identified Keadby Boundary Drain to the North of the developm should contact the ecologist at the local authority to determine what measures should be implemented to safeguard this site durin development.
	Natural England notes that open mosaic habitat and acid grassland priority habitats have been identified around the former Keadb avoids these areas, however, they are in close proximity, therefore if any potential mitigation and/or enhancement measures are p LBMEP.
	Landscape The proposal is not located within or in the vicinity of any nationally designated landscapes. We support the use of the <i>Guidelines</i> <i>Edition</i>) in carrying out the landscape and visual assessment as set out in Chapter 14 of the PEI report.
	Best and most versatile agricultural land and soils
	Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing store for carbon and
	water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected

bosting bats. This survey found two trees with attached bt retained, and the boxes are either removed or works will be subject to a European Protected Species

a badger that is occupying the sett.

n. Due to the proximity of the development site to a main ere is a possibility of disturbance to badgers using the

animals from becoming trapped in excavated pits.

willow tit, is of county importance. In addition, we d of county importance. The developer is advised to t and to identify how habitat mitigation can be

g the proximity of these sites and the potential impact

ublished under section 41 of the Natural Environment c website or as Local Wildlife Sites.

oment site as a Local Wildlife Site (LWS). The developers uring the construction and operation of the

adby ash tip. The footprint of the proposed development re provided, these should be further detailed within the

es for Landscape and Visual Impact Assessment (3rd

ving medium for food, timber and other crops, as a

ted and used sustainably.

		Natural England notes that 8.6ha of agricultural land within the development area has been assessed as 'best and most versatile' the Agricultural Land Classification (ALC) system.
		In order to inform the design and soil handling plan for the development, we therefore recommend that the applicant undertake <u>Construction Code for the Sustainable Use of Soil on Construction Sites</u> in order to inform the design and construction of develop development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise enough to be handled and how to make the best use of soils on site.
		Environmental and Biodiversity Enhancement Natural England welcomes that there is a commitment to creating a gain for biodiversity and that a Landscape and Biodiversity N developed for the proposed development.
		Natural England believes that Nationally Significant Infrastructure Projects can make a significant contribution to delivering the e Year Environment Plan. This aims to deliver an environmental net gain through development and infrastructure.
20/01/21	Keadby with Althorpe Parish Council keadbywithalthorpeparishcouncil@yahoo.com	The main issue that the Parish council has is Water Abstraction. During the meeting I raised the question, on behalf of Councillors, and the canal and have been informed that you are looking at the environmental impacts of both options to make sure that they a There are grave concerns that the canal water level will have to be kept artificially high to meet the water volume requirements. It neither option would increase the flood risk. Have these Risk Assessments been ratified by an independent 3rd party?
18/02/21	Natural England	The Parish Council would once again like to make the point that the preferred option is Abstraction from the Trent and not from the Consultation in accordance with Section 42 of the Planning Act 2008: Keadby 3 Low Carbon Gas Power Station Project – Application Station, Comprising A CCGT Unit With A Capacity Of Up To 910 Megawatts Electrical Output (Gross), Carbon Capture And Compress Associated Development At Land At And In The Vicinity Of The Existing Keadby Power Stations (Keadby 1 And Keadby 2), Keadby, N
		Thank you for your consultation on the above dated 20 November 2020. Please note that the information below should be read all The advice below relates to air quality only.
		In our main response dated 20 January 2021, we commented that unfortunately we were unable to provide advice regarding your earlier meeting within the deadline. We have now reviewed the air quality information, please find below our response for your co
		Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, future generations, thereby contributing to sustainable development.
		SECTION 42 PLANNING ACT 2008 CONSERVATION OF HABITATS & SPECIES REGULATIONS 2017 (AS AMENDED) WILDLIFE AND COUNTRYSIDE ACT 1981 (AS AMENDED)
		Potential Air Quality Impacts During Operation
		Natural England notes that the Air Quality assessment provided with the consultation has screened the proposal to check for the little above named European sites.
		Natural England is satisfied that a likely significant effect from both proposed annual and 24 hour mean nitrogen oxide concentration in question and/or will not damage or destroy the interest features for which the SSSIs have been notified. Where a proposal is below the screening threshold alone, it must still be considered by applying the same screening threshold 'in-combination' with ot that an in-combination assessment has not yet been provided, however, we anticipate that this will be included in the final Environment.
		At the meeting held between Natural England and AECOM on 15 January 2021, Natural England agreed that we would confirm the Please find our advice on this below:
		 At Crowle Borrow Pits, Broughton Far Wood and Broughton Alder Wood SSSIs, lichens and bryophytes are present on site nor an integral part of a SSSI feature. Therefore Natural England accepts that the higher threshold can be applied for these Natural England advises that the lower threshold should be applied for Risby Warren SSSI. Lichen heath (NVC code U1a) is site due to air pollution impacts. Lichen heath is also a feature of Messingham Heath and Manton and Twigmoor SSSIs.

e' (BMV) agricultural land (land graded as 1, 2 and 3a in

kes a Soil Resources Survey in line with the <u>Defra</u> opment, and protect soil resources. Should the se soil handling, including identifying when soils are dry

Management and Enhancement Plan will be

environmental ambition in the Government's 25

s, of the two possibilities for Water Abstraction, the Trent are acceptable but the question is, acceptable to who?? It was stated that the Flood Risk Assessments show that

the Canal

tion For A Combined Cycle Gas Turbine (CCGT) Power ession Plant, A CO2 Export Pipeline Connection, And Near Scunthorpe, North Lincolnshire.

alongside our previous response dated 20 January 2021.

r air quality assessment and specific queries raised at an consideration.

d, enhanced, and managed for the benefit of present and

likelihood of significant effects from aerial emissions on

tions can be ruled out alone at all of the designated sites

other relevant plans or projects. Natural England notes onmental Statement.

ne appropriate ammonia thresholds for a number of sites.

te, however, they are not a reason for the SSSI designation ese sites.

is a SSSI feature, although it is no longer present on the

Natural England is satisfied that the higher threshold can be applied for Belshaw SSSI, as it is designated for a colony of gree
Natural England notes that a number of sites have been screened out from any further assessment because the process contribution suggesting that the PCs do not exceed the 1% thresholds. Natural England does not accept this approach. Our concern is that this contributions, for example, 1.1% + 1.3% being screened out entirely, but when added together are significant. Where any PC has exist for an appropriate assessment to be undertaken and/or further assessment to demonstrate that the proposed emissions will not descent assessment to be undertaken and/or further assessment to demonstrate that the proposed emissions will not descent assessment because the process contribution of the proposed emissions will not descent assessment to be undertaken and/or further assessment to demonstrate that the proposed emissions will not descent assessment because the proposed emissions will not descent assessment to be proposed emissions will not descen
Natural England is of the opinion that further assessment should be provided to demonstrate that the proposed ammonia emission Manton and Twigmoor, Scotton and Laughton Forest Ponds, Scotton Beck Field and Scotton Common SSSIs will not damage or desin notified.
Natural England is of the opinion that further assessment should be provided to demonstrate that the proposed Nutrient Nitrogen and Broughton Far Wood SSSIs will not damage or destroy the interest features for which the SSSIs have been notified.
Natural England is of the opinion that further assessment should be provided to demonstrate that the proposed acid deposition or Wood SSSIs will not damage or destroy the interest features for which the SSSIs have been notified.
Recent case law (Dutch Nitrogen ruling) makes it clear that small contributions should not be disregarded entirely. Where a site is i exceeds the environmental benchmarks, potential additional damaging effects will need careful justification. A key part of the asse project compromising the ability to achieve favourable condition targets at the SSSI.
Finally, Natural England notes that an in-combination assessment has not yet been provided, however, we anticipate that this will

greater yellow-rattle Rhinanthus angustifolius.

tions (PCs) have been rounded down to a whole number, s could lead to situations where there are multiple process exceeded the 1% threshold, this triggers the requirement t damage or destroy the interest features for which the

ions on Risby Warren, Messingham Heath, Tuetoes Hills, estroy the interest features for which the SSSIs have been

en deposition rates on Crowle Borrow Pits, Risby Warren,

on Scotton and Laughton Forest Ponds and Broughton Far

s in an unfavourable ecological state or condition or sessment will be whether or not there is a real risk of the

I be included in the final Environmental Statement.



APPENDIX 10.1: S46 NOTIFICATION

The Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

By e-mail to: Keadby3@planninginspectorate.gov.uk

FAO: Siân Evans, Case Manager

Dear Siân,

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

CONSULTATION IN ACCORDANCE WITH SECTION 46 'DUTY TO NOTIFY SECRETARY OF STATE OF PROPOSED APPLICATION' OF THE PLANNING ACT 2008

I write on behalf of SSE Generation Limited (the 'Applicant') in connection with the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project').

The Applicant is proposing to submit an application (the 'Proposed Application') seeking development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

Keadby 3 comprises a low carbon 'Combined Cycle Gas Turbine' ('CCGT') Power Station with a capacity of up to 910 megawatts electrical ('MWe') gross output, including Carbon Capture Plant ('CCP') and associated development (the 'Keadby 3 Low Carbon Gas Power Station'). The inclusion of a carbon capture plant in the project means that the carbon dioxide (CO₂) emissions from the power station can be captured and then transported by a CO_2 export pipeline for secure storage in a suitable offshore geological site under the North Sea. The pipeline and geological store will be developed through the Zero Carbon Humber ('ZCH') Partnership and Northern Endurance Partnership respectively.

The land required for Keadby 3 (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 a grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares.

The Project Site includes land for the proposed CCGT Power Station and CCP, 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 for other associated development.

Partners

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



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This letter represents the Applicant's notification of the SoS of the Proposed Application pursuant to Section 46 'Duty to notify secretary of state of proposed application' of the PA 2008.

Section 42 'Duty to consult' 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 23 November 2020. Postal service (with letter and location plan in paper copy, and other consultation documents provided on a USB device) will be used for the minority of persons who have not given an e-mail address. E-mail service on or around 24 November (with letter and location plan PDF attachments, and other consultation documents provided via a link to a secure fileshare website: https://dwd.ctit.co/url/keadby3consultation — no password required) is to be used for those persons who have given their e-mail addresse, being the majority of Section 42 persons.

A notice pursuant to Section 48 'Duty to publicise' of the PA 2008 (the 'Section 48 Notice) has been, and will be, published as follows: the Telegraph (20 November 2020), the London Gazette (20 November 2020), the Fishing News (20 November 2020), the Lloyd's List (23 November 2020), and local newspapers circulating within the vicinity of the Project Site (19 November 2020 and for a second successive week on 26 November 2020).

In accordance with Regulation 13 'Pre-application publicity under Section 48 (duty to publicise)' 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 on or around 23 November 2020 in either paper copy (where paper service is used) or PDF (where e-mail service is used). No persons were notified to the Applicant under EIA Regulation 11(1((c).

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 **5pm on Wednesday 20th January 2021**.

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 are as follows:

- a plan showing the extent of the Project Site edged in red (Ref. Preliminary Environmental Information Report Figure 3.1) (please see the attached PDF);
- the Section 48 Notice that is being published (please see the attached PDF); and
- a Preliminary Environmental Information Report and its Non-Technical Summary (provided at the following fileshare link: <u>https://dwd.ctit.co/url/keadby3consultation</u>).

I am also attaching PDF sample copies of the Consultation Letters (four versions) sent to the persons specified in the PA 2008 and in regulations made pursuant to the PA 2008 (Section 42 and EIA Regulation 13) in addition to non-prescribed persons.

I look forward to receiving the SoS's acknowledgement of the Applicant's notification of the SoS of the Proposed Application pursuant to Section 46 'Duty to notify Secretary of State of proposed application' of the PA 2008. In the meantime, should you have any questions please do not hesitate to contact either myself or Geoff Bullock.

Yours sincerely



Colin Turnbull MRTPI

For DWD

Encs.



APPENDIX 10.2: PINS S46 RESPONSE



National Infrastructure Planning Temple Quay House 2 The Square Bristol, BS1 6PN

Customer Services: 0303 444 5000 e-mail: Keadby3@planninginspectorate.gov.uk

Colin Turnbull DWD

By email only

Your Ref:

Our Ref: EN010114

Date: 2 December 2020

Dear Mr Turnbull

Planning Act 2008 (as amended) - Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 8

Proposed application by SSE Generation Limited for an Order Granting Development Consent for the Keadby 3 Low Carbon Gas Power Station Project

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 23 November 2020 and the following documentation:

- A plan showing the extent of the Project Site edged in red;
- The Section 48 Notice that is being published;
- Sample copies of the Consultation Letters (four versions) sent to the persons specified in the Planning Act 2008 (section 42 and EIA Regulation 13) in addition to non-prescribed persons;
- A link to the Preliminary Environmental Information Report and its Non-Technical Summary.

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the PA2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application, which I would be grateful if you would use in subsequent communications:

EN010114.

I also acknowledge notification in accordance with Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 that you propose to provide an environmental statement in respect of the proposed development.



I will be your point of contact for this application – my contact details are at the end of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes and requirements of the new regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other interested parties on our website and, if relevant, direct parties to you as the applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the pre-application stage.

Once you have prepared draft documents we are able to provide technical advice, in particular on the draft development consent order, explanatory memorandum, the consultation report and any draft HRA. You may therefore wish to build this into your timetables.

In the meantime, you may wish to have regard to the guidance and legislation material provided on our website including the Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your pre-application obligations you should also be aware of your obligation under the current data protection legislation to process personal data fairly and lawfully.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely

Siân Evans

Siân Evans Case Manager

0303 444 5671

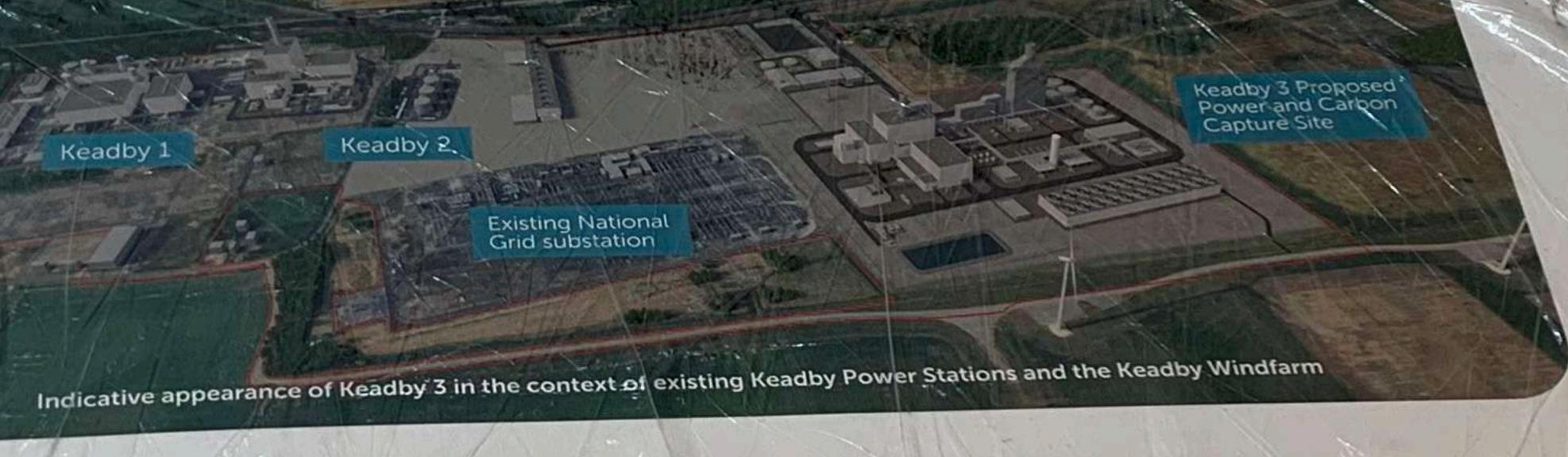
This communication does not constitute legal advice. Please view our <u>Privacy Notice</u> before sending information to the Planning Inspectorate.





APPENDIX 11.1: STAGE 2 NEWSLETTER







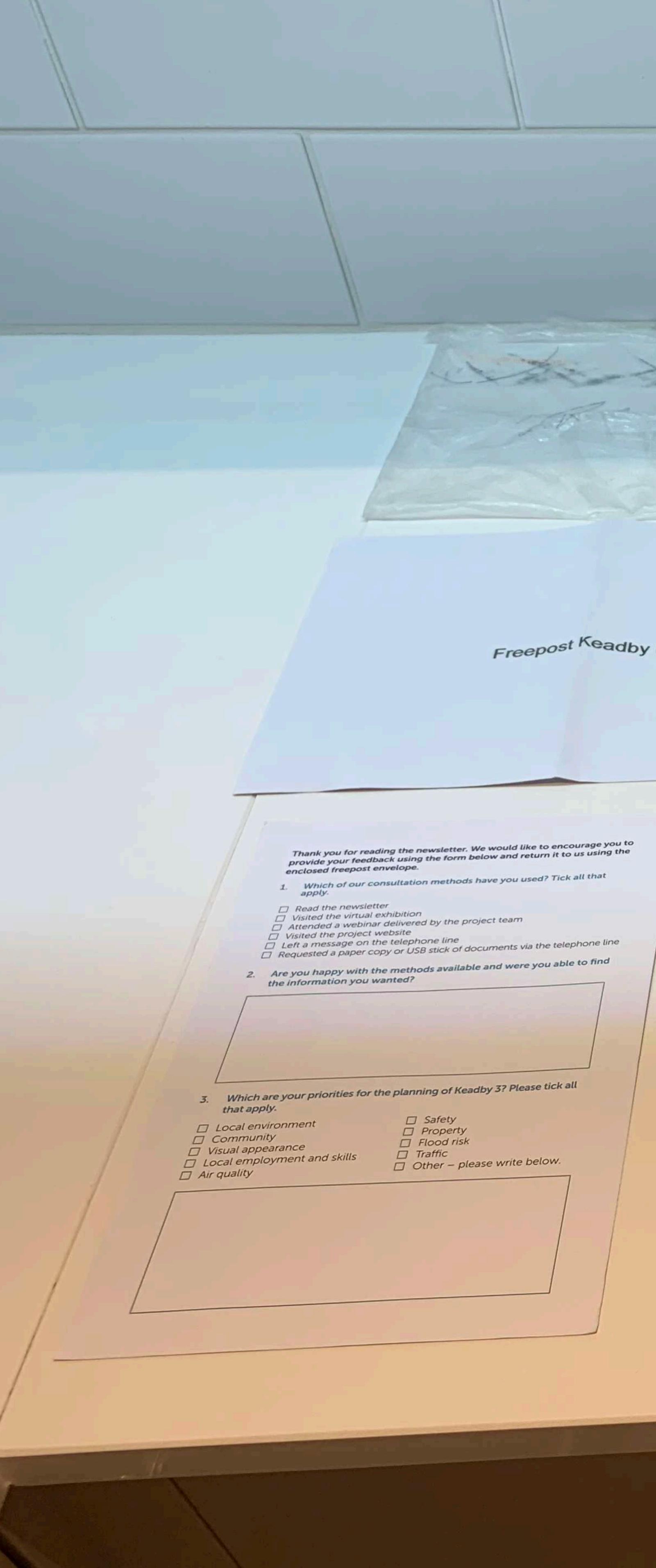
prover former

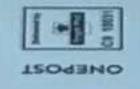
|| Stage 2 Consultation

Keadby 3 will be a highly efficient combined cycle gas turbine power station located on land at and near the Keadby Power Station site in North Lincolnshire. It will use natural gas as its fuel and will be fitted with a carbon capture plant to remove carbon dioxide from its emissions. The carbon capture plant would connect into infrastructure being developed through the Zero Carbon Humber Partnership.

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT







Return add FHO Jack F Keadby Po Trentside Keadby DN17 3EF DN17 3EF

Freepost Keadby 3

ZERO CARBON HUMBER:

A partnership to build the world's first net zero industrial cluster and decarbonise the North of England

cycle gas turbine (CCGT) project first net-zero carbon cluster by at Keadby in North Lincolnshire 2040. Keadby 3 will be a key part Keadby 3 will have a generating capacity of up to 910 megawatts (MW) and is currently in the planning process.

SSE Thermal has made a commitment to a net zero emissions future. This means that Keadby 3 will only be built with a clear route to decarbonisation. In line with this commitment the Keadby 3 low carbon CCGT power station will be fitted with a post combustion carbon capture facility at the site.

SSE Thermal is part of a consortium of leading energy and industrial companies with

SSE Thermal is developing the a shared vision to transform the to Net Zero including decarbonised Keadby 3 low-carbon combined Humber region into the UK's of this cluster, providing clean power, protecting jobs and underpinning investment in the shared infrastructure needed to decarbonise the region.

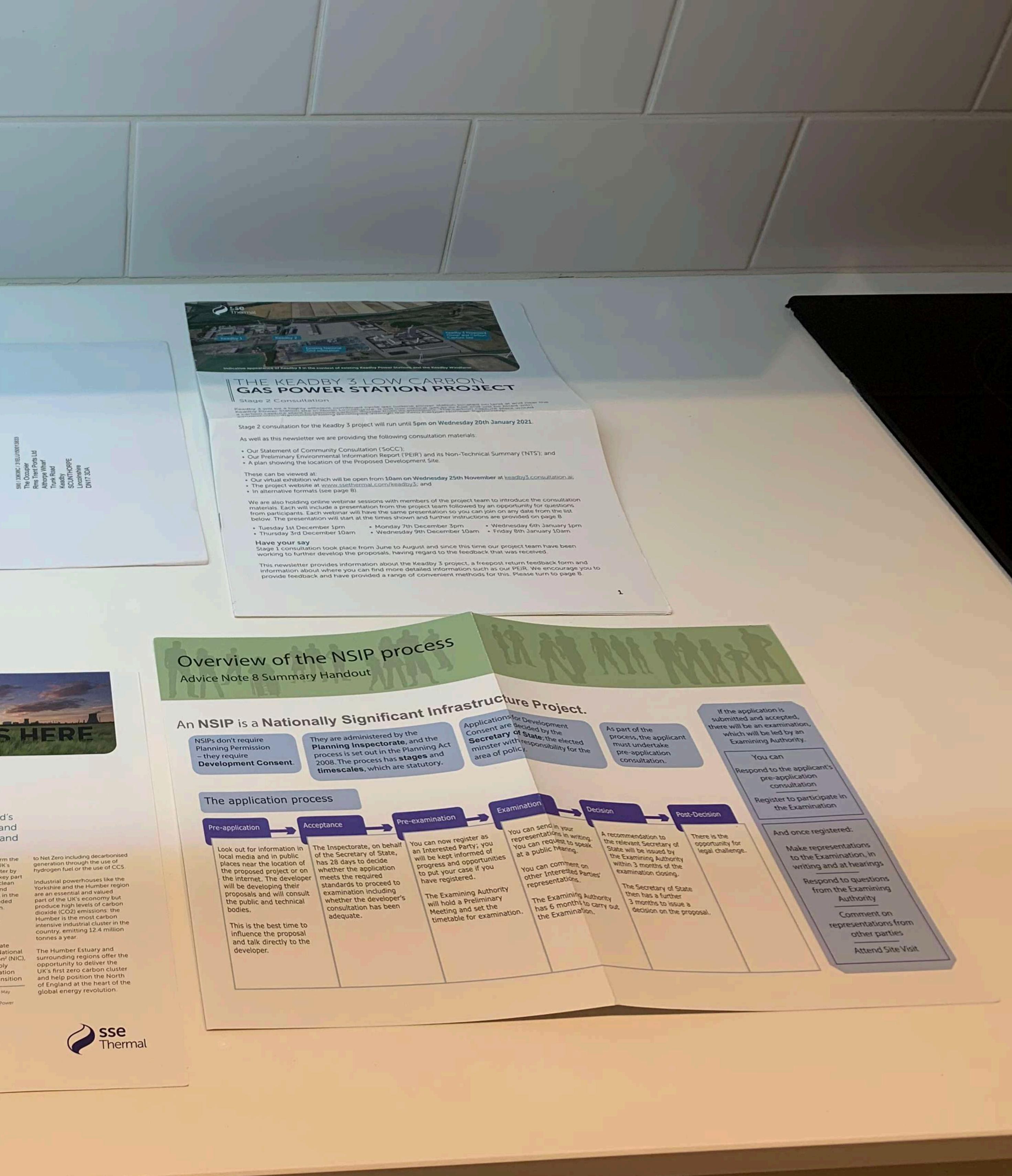
Why the Humber region?

The Committee on Climate Change¹ (CCC) and the National The Humber Estuary and Infrastructure Commission² (NIC), surrounding regions offer the have identified that flexibly operated thermal generation is needed to help the transition and help position the North _____ I Net Zero Technical Report (CCC, May

2019 page 19| 2 Net Zero - Opportunities for the Power Sector (NIC: 2020: page 7)

Industrial powerhouses like the Yorkshire and the Humber region are an essential and valued part of the UK's economy but produce high levels of carbon dioxide (CO2) emissions the Humber is the most carbon

country, emitting 12.4 million tonnes a year. opportunity to deliver the UK's first zero carbon cluster





THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

Stage 2 Consultation

Keadby 3 will be a highly efficient combined cycle gas turbine power station located on land at and near the Keadby Power Station site in North Lincolnshire. It will use natural gas as its fuel and will be fitted with a carbon capture plant to remove carbon dioxide from its emissions. The carbon capture plant would connect into infrastructure being developed through the Zero Carbon Humber Partnership.

Stage 2 consultation for the Keadby 3 project will run until 5pm on Wednesday 20th January 2021.

As well as this newsletter we are providing the following consultation materials:

- Our Statement of Community Consultation ('SoCC');
- Our Preliminary Environmental Information Report ('PEIR') and its Non-Technical Summary ('NTS'); and
- A plan showing the location of the Proposed Development Site.

These can be viewed at:

- Our virtual exhibition which will be open from 10am on Wednesday 25th November at keadby3.consultation.ai;
- The project website at www.ssethermal.com/keadby3; and
- In alternative formats (see page 8).

We are also holding online webinar sessions with members of the project team to introduce the consultation materials. Each will include a presentation from the project team followed by an opportunity for questions from participants. Each webinar will have the same presentation so you can join on any date from the list below. The presentation will start at the times shown and further instructions are provided on page 8.

- Tuesday 1st December 1pm
- Monday 7th December 3pm
- Wednesday 6th January 1pm

- Thursday 3rd December 10am
- Wednesday 9th December 10am
- Friday 8th Japuany 10am
- Wednesday 9th December 10am
 Friday 8th January 10am

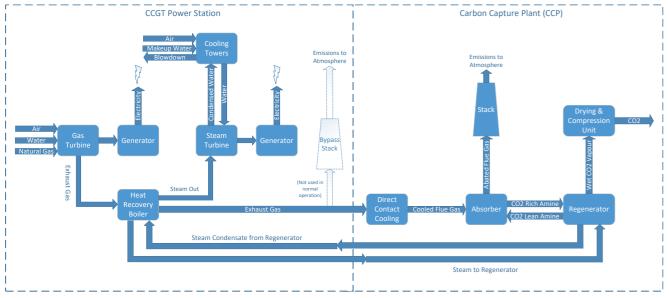
Have your say

Stage 1 consultation took place from June to August and since this time our project team have been working to further develop the proposals, having regard to the feedback that was received.

This newsletter provides information about the Keadby 3 project, a freepost return feedback form and information about where you can find more detailed information such as our PEIR. We encourage you to provide feedback and have provided a range of convenient methods for this. Please turn to page 8.

What is Keadby 3?

The Keadby 3 Low Carbon Gas Power Station Project is a high efficiency combined cycle gas turbine (CCGT) power station with a capacity of up to 910MW electrical output, including a post combustion carbon capture plant to be built on land adjacent to Keadby 1 and 2 near Scunthorpe.



Schematic of CCGT Power Plant and Carbon Capture Plant

The inclusion of a carbon capture plant in the project means that the carbon dioxide emissions from the power station can be captured and directed via a pipeline to an offshore geological store. The pipeline and geological store will be developed through the Zero Carbon Humber Partnership and Northern Endurance Partnership respectively. SSE Thermal is part of the Zero Carbon Humber Partnership, working with other leading companies in the Humber area to decarbonise industry and power generation in the region. Please see the enclosed leaflet for more information on Zero Carbon Humber. The Northern Endurance Partnership has been established to develop offshore carbon dioxide storage facilities in the UK North Sea, which projects in the Humber will seek to use.

The Project also includes natural gas, electricity and cooling water connections and associated development required to construct and operate the power station.

In order to develop Keadby 3 we must apply for a Development Consent Order (DCO) from the Secretary of State for Business, Energy and Industrial Strategy (BEIS). If granted, this DCO will permit the construction and operation of the Keadby 3 project and set out measures that must be adopted to minimise any potential environmental impacts or effects. The DCO if granted could also include other powers, such as the temporary acquisition of land or permanent easements within defined areas: these are called the Order Limits and we expect these to be similar to the red line boundary in the Location Plan (and in the figure opposite).

Needs and Benefits

The UK has legislated to cut national carbon emissions to Net Zero by 2050. This will require a major transition in how we generate and use energy.

We believe efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables.

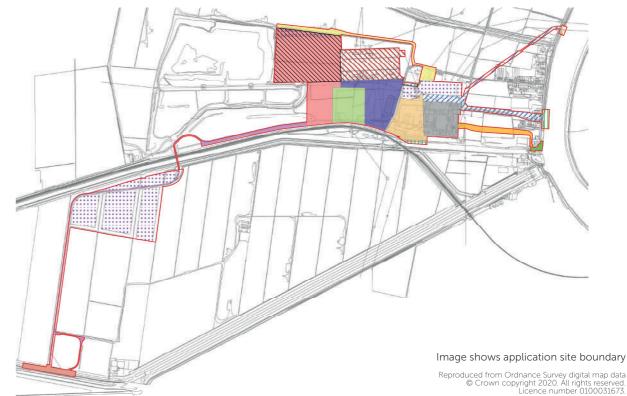
This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050 there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18GW equivalent to building twenty Keadby 3 projects around the country by 2050.

Keadby 3 will only be built with a clear route to decarbonisation which will be achieved by including a carbon capture plant to connect into the carbon dioxide pipeline coming forward as part of the Zero Carbon Humber Partnership proposals.

Project Components

Keadby 3 Low Carbon Gas Power Station Project would comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910 megawatts (MW) and associated buildings, structures and plant.

A carbon capture enabled power station including a Combined Cycle Gas Turbine plant with integrated cooling infrastructure, a carbon capture plant, carbon dioxide compression equipment, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, a permanent laydown area, chemical storage, pipework and auxiliaries, other minor infrastructure, and natural gas receiving facility along with a new surface water drainage system and above ground installation for connection to the carbon dioxide pipeline (all located in the Proposed Power and Carbon Capture Site).



Water Connection Corridors 7 including either a water intake for cooling and process purposes within the Stainforth and Keadby Canal (Canal Water Abstraction **Option**) or if not available an intake from the River Trent (River Water Abstraction Option), both ; Disposal of used cooling water to the River Trent (Water Discharge **Corridor**) **Corridor**) **Corridor**) **Corridor**) **Corridor**) Keadby site.

How would the site be accessed?

We may improve the current Keadby 2 construction route to allow it to be used for both the construction phase and operational staff traffic for Keadby 3 (Construction and Operational Access Route) meaning that traffic relating to operations for Keadby 3 would not need access to Keadby. The use of the A18 access for operational traffic would involve constructing a new gatehouse and parking and may include junction works (A18 Junction Improvement Option) permanent Emergency Vehicle Access Road between the Proposed Power and Carbon Capture Site and Chapel Lane.

We welcome your feedback on the use of the A18 access for operational traffic as part of this consultation. You can use the enclosed feedback form to provide this.

A natural gas pipeline connection within the Keadby Power Station site to connect the **Proposed Power and Carbon Capture Site** to the existing National Grid high pressure gas pipeline.

Electrical connection works between the Proposed Power and Carbon Capture Site and the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) N and option to connect to the existing Northern Powergrid 132kV Substation (Electrical Connection to Northern Powergrid 132kV Substation)

Image shows application site boundary

Associated development including: temporary construction phase Laydown Areas • • • ; the use of the existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load Route used for the Keadby 2 project; site preparation works; pipeline and cable connections between parts of the site; landscaping and biodiversity provision, internal access roads, roadways and footpaths; gatehouses, security and fencing; and lighting.

What has changed since your Stage 1 Consultation?

We have made a number of technical decisions about the project components since Stage 1 Consultation, including the layout, which avoids plant rich habitats on part of the SSE landholding, and the selection of hybrid cooling towers rather than air cooled condensers.

Furthermore, hydrogen is not being progressed as an option for the fuel supply. Instead, natural gas with post-combustion carbon capture will be deployed. The Project would connect to the existing natural gas pipeline supplying the Keadby site, and export carbon dioxide to third party pipeline infrastructure.

Environmental Impact Assessment

A Preliminary Environmental Impact Report (the PEIR) has been produced, along with a Non Technical Summary (the PEI Report NTS). This sets out the findings to date of our Environmental Impact Assessment (EIA) work.

We have carried out a number of surveys, including habitat and species surveys, water monitoring and landscape and visual impact baseline photography.

The PEIR has considered the potential adverse and beneficial environmental impacts and effects of the Project. Worst case assessments have been carried out, and further evaluation is ongoing. Based upon the preliminary findings, a summary of the potential effects is provided below:

Торіс	Construction	Operation
Air quality	Through the use of a Construction Environmental Management Plan (CEMP) and construction traffic management plans, no significant adverse effects are predicted.	The majority of pollutants released would result in negligible adverse impacts at human health and ecological receptors. Based on screening assessments, potentially significant air impacts could occur from the release or formation of amine degradation products although no air quality standards or guidelines are predicted to be exceeded. Ammonia emissions from the process cannot at this stage be screened out as insignificant although no significant adverse effects are considered unlikely. Work is ongoing to determine the level of significance of effect and whether additional mitigation is required. This will be established prior to submission of the DCO application.
Noise and Vibration	If not properly managed, construction effects at certain residential receptors may be significant adverse for certain noisier activities, particularly at night- time should such works be required. However, through appropriate scheduling of construction activities, and restrictions on those activities taking place outside core working hours so they do not exceed the relevant limits, significant adverse effects can be avoided.	Significant adverse daytime and night-time operational noise effects are predicted at certain noise sensitive receptors unless additional mitigation measures are applied. Potential design mitigation options are being considered to reduce effects such that they are considered not significant. These will be determined prior to submission of the DCO and presented in the ES.
Landscape and Visual Amenity	During construction, temporary significant adverse effects are expected to occur at a number of nearby visual receptors including residential properties and users of the canal and towpath.	During opening and operation, significant adverse effects on a small number of visual receptors including residential properties and users of the canal and towpath are predicted. The design of the Project will aim to minimise adverse effects through optimised design and layout as well as appropriate use of materials and finishes.
Flood Risk and Water Resources	Through the use of a Construction Environmental Management Plan (CEMP), no significant adverse effects are predicted.	Two small drainage ditches will be lost as a result of the Project. Through the implementation of habitat creation opportunities, including use of sustainable urban drainage systems (SuDS) within the surface water collection system, no significant effects are predicted.
Biodiversity and Nature Conservation	Through the use of a Construction Environmental Management Plan (CEMP), and adherence to relevant protected species legislation, no significant adverse effects are predicted.	No direct effects on protected species or designated sites are predicted for the Project. There is some potential for adverse air quality effects on habitats containing species sensitive to ammonia, where levels at these sites are already above relevant thresholds. Ongoing assessments will determine whether additional mitigation is required and what biodiversity enhancement measures can be included within the DCO application.

Торіс	Construction	Operat
Cultural heritage	Significant adverse effects could occur from piling and any ground remediation required, which may result in the partial removal of prehistoric peat deposits in areas of the Proposed Power and Carbon Capture Site. However, further appraisal of the likely presence of these assets will be undertaken with the aim of defining impact avoidance measures. With appropriate mitigation, residual effects are likely to be not significant.	There wi during o
Socio- economics	A significant beneficial effect related to direct and indirect employment created by the construction phase of the Project is predicted on the economy.	No signif

Where can I find out more or provide feedback on the full PEIR or the PEIR NTS?

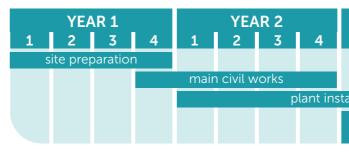
The PEIR NTS has been designed as an easy to read digital document and can be viewed on the project website or the virtual exhibition room for the entire consultation period, along with the full PEIR and its figures and appendices. Following the closure of the Stage 2 consultation a PDF version of the PEIR documents and NTS will be available on the project website.

If you have technical questions about the PEIR we encourage you to join one of our webinars and ask the project team.

Please turn to page 8 for details of how to book onto a webinar or request alternative formats of the PEIR.

Construction

Construction of the Project could potentially start as early as Quarter 3 2022, with construction activities to be completed within three years followed by commissioning. The figure below shows an indicative programme.



Haul Routes and Laydown Areas

Where possible, facilities used for the construction of Keadby 2 will be reused to minimise disruption. For example, the principal access during construction would be via the existing road access from the A18 used for Keadby 2. This road passes over the Stainforth and Keadby Canal and the Scunthorpe to Doncaster rail line via Pilfrey Bridge. It then links to Bonnyhale Road and onwards towards to the Project Site along existing private access roads.

Abnormal Indivisible Loads (AIL) would arrive at the Waterborne Transport Off-Loading Area and be offloaded using retained lifting equipment. AIL would enter the site via the Keadby 2 Additional AIL Route. It may also be necessary to bring a small number of AIL through Ealand, via Bonnyhale Road, as has been

tion

vill be no significant effects on archaeology and cultural heritage operation.

ficant effects are predicted.

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the case with the construction Keadby 2. The routing of AIL would be subject to controls as part of a Construction Traffic Management Plan, which will be a requirement of the DCO.

Laydown areas required will depend upon the final choice of technology and contractor. At this stage, laydown requirements have been estimated and assessed using worst-case assumptions. The figure on page 3 of this newsletter shows the areas of land under consideration for construction laydown and contractors' compounds. Subject to final selection, the laydown

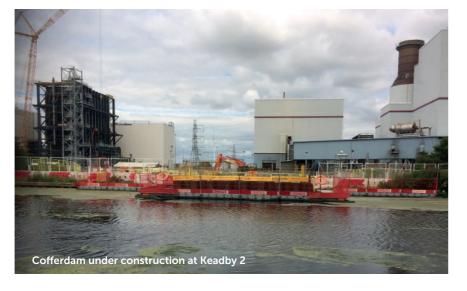


areas would be secured by fencing and gates, levelled and underlain by a permeable membrane.

Earthworks and Connections

Some earthworks may be required to reprofile the site. As far as practicable, excess spoil will be reused as part of the construction works although some movement of materials to and from the site may necessary. Soils will be stored away from watercourses and areas of higher flood risk, if required.

All gas connection works would be located within the Keadby Power Station site on SSE land. The water abstraction point would either be on the Stainforth and Keadby Canal adjacent to the Keadby 2 abstraction point or on the River Trent as an upgrade or renewal of the Keadby 1 abstraction point. In either instance, a temporary cofferdam would be built in the waterway to provide safe and ecologically appropriate working conditions and allow the construction of a concrete apron extending from the bank of the waterway. Whichever abstraction option is



selected, a pipeline would be constructed using open cut methods from the intake to the Proposed Power and Carbon Capture Site. If the River Water Abstraction Option is selected, some of the existing pipework mabe be able to be reused but this will need to be extended to the Proposed Power and Carbon Capture Site.

Construction Phase Mitigation

We would require our contractor to produce and maintain a Construction Environmental Management Plan to control construction activities to minimise, as far as reasonably practicable, impacts on the environment and amenity. This would include industry best practice measures and specific measures set out in our Environmental Statement. A Framework Construction Environmental Management Plan will be produced in support of our DCO Application and will set out the core working hours, key management and monitoring activities to be carried out by the contractor.

A phase of commissioning would be required following construction to test the performance and installation of the process equipment.

Design

We are considering how the appearance of the site and the larger buildings could be enhanced through the use of alternative forms or materials, appropriate colours, and boundary treatments.

Technical and functional requirements

The key influences and constraints on the design are:

Scale

The largest buildings and structures are the CCGT and its heat recovery steam generator, the carbon capture plant, and the hybrid cooling towers. Some ducting, supports and ancillary structures are placed on the surface of the CCGT building. The hybrid cooling towers are lesser in scale than the air cooled condensers shown in the imagery at Stage 1 consultation. Additional overhead line towers ('pylons') are unlikely to be required.

Perimeter

A secure perimeter is required, without overhanging trees or obscured visibility, along with suitable access and emergency egress points.

Design Opportunities

We are considering how to improve the appearance of the larger structures compared to a more functional design, considering the appearance in long distance views. Nearer to the site, we are looking at how to soften the appearance of smaller structures, reinforcing local character through material selection and finish, and design attractive and welcoming gateways.

Building Finish

On the CCGT building the metal cladding could use banding, 'fading' from dark at ground floor to light at roof level to reduce the apparent mass. Colour or texture (such as mesh panel) could alternatively be used to highlight certain areas, or ancillary structures, to create focal points and add depth. The existing Keadby 1 power station uses a mixture of cladding and colour: grey lower sections, white upper sections, between which a red band encircles all the buildings. Keadby Bridge (King George V Bridge) and Pilfrey Bridge have a dark green finish which could be considered for bridges and lower sections of buildings. Alternative materials and uplighting are not considered appropriate for larger buildings, noting the unlit metal finish of other power infrastructure in the area.

Smaller structures at edge locations could adopt a similar shape or roofline as the larger buildings, to signify the link with the power station site, but could be finished in traditional materials that relate to its surroundings. For example the potential new gatehouse on the access road could echo the form of the larger buildings while using red bricks as seen on the nearby farm access and in the villages.



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 guide building finish and boundary treatments at the detailed design stage and ensure that the project will be both functional and attractive.

🔊 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 carbon dioxide export pipeline. The CCGT and carbon capture plant and their hybrid cooling towers are close-coupled for efficiency. Different types of hardstanding are installed between items of plant, to provide good visibility and safe working conditions in normal and 'outage' situations.

(I) Durability

The project will be constructed using engineering components and materials that will ensure that Keadby 3 operates safely, cost effectively and efficiently for at least 25 years.

$\frac{1}{2}$ Boundary Treatments and Accesses

The security perimeter can incorporate amenity 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 and where space allows the boundary treatment will deliver on multiple objectives. Perimeter lighting and CCTV columns can be integrated into the fence construction and signage will also be grouped to minimise clutter and aid wayfinding. Open areas such as visibility splays, entrance gateways and areas of parking will use a mix of hard and soft surfacing, and accessibility will be maximised through surfacing, contrasting materials, lighting and wayfinding.



Accessing the Virtual Exhibition and Webinars

Our virtual exhibition room has been designed by industry experts to be user friendly, and an instruction video is available on the page to provide a guide. However if you have any difficulty using it please leave a message using the 'ticket' function in the bottom, right corner of the screen.

The room will include a number of information banners (similar to this newsletter), along with drone flyover video footage of the proposed site and access routes, links to our PEIR and SoCC, and more information about how SSE Thermal is involved in working towards the country's Net Zero goal.

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. Log in any time from **10am on the 25th November 2020** until the consultation closes on **Wednesday 20th January 2021**.

We are also holding webinars on six dates (see page 1 of this newsletter). To attend one of these:

- Firstly visit <u>keadby3.consultation.ai</u> and click on the link for your preferred date to add the joining instructions as an appointment in your desktop/tablet/smartphone calendar.
- Then a few minutes before the start time on your chosen date, click the link (or dial the telephone number) in the joining instructions. The link will open in a browser window, or in Microsoft Teams if it is installed on your device.
- Each webinar will be around one hour in length and will include a presentation followed by a question and answer session. Those joining the session online will be able to use the 'Chat' function to submit questions which will be logged and covered during the question and answer section. Those joining via telephone will be given the opportunity to ask questions at the end of the session.
- The webinar sessions will be public events so please be aware that your name/username will be visible to all other attendees.

If you require any additional support or would like to discuss joining a webinar please call the project helpline on 0800 211 8194 leaving a message including your name and contact details.

Alternative Formats

If you require assistance with the above methods, or would like a paper copy or USB stick of our consultation materials please ring 0800 211 8194, submit a 'ticket' via the virtual exhibition room, or send an e-mail to <u>consultation@keadby3.co.uk</u>. We can provide a USB stick, or a paper copy of the newsletter, SoCC, PEIR NTS and plan, free of charge, but reserve the right to charge for a paper copy of the full PEIR document to reflect the costs of printing and distribution.

Please allow at least a week from requesting a paper copy or USB stick.

Providing Feedback

We encourage you to provide feedback on our proposals. There are a number of different methods you can use:

- The feedback form enclosed along with a freepost return envelope but also available on our project website <u>www.ssethermal.com/keadby3</u> and as part of our virtual exhibition at <u>keadby3.consultation.ai</u>
- By post to Freepost Keadby 3
- By email at consultation@keadby3.co.uk
- Leave a message including your name and number at 0800 211 8194

Postal services may take longer at present due to coronavirus. Please observe all relevant precautions.

We cannot guarantee consideration of feedback provided via methods not listed above (such as on social media).

All feedback must be received by 5pm on Wednesday 20th January 2021

Your Privacy

Any information you provide to us (SSE Thermal) via the methods described in this newsletter will be treated in accordance with the General Data Protection Regulation and in line with our privacy policy, available at www.ssethermal.com/keadby3.

What happens next?

Once our stage 2 consultation has closed the project team will consider the responses received and pull together all of the information needed to prepare the DCO application. Our submission of the DCO application is expected to take place later in quarter 1 of 2021. More information about the DCO application procedure, and how DCO applications are examined in public, is available at: infrastructure.planninginspectorate.gov.uk/the-process/.



APPENDIX 11.2: STAGE 2 ONLINE ADVERTISING ANALYTICS



Keadby GDN Overview

What is Google Display Network?

Google Display Network (GDN) is a display ad product that allows advertisers to strategically target potential customers at the right time and place. Ads will appear over a large network of +2 million sites and will reach 90% of internet users on websites, apps, and video content.

While Google search ads reach people when they are specifically searching for something, display ads can be used to capture a user's attention and influence their actions when browsing and engaging with relevant content online. Using intent signals based on historic behaviour, Google can identify which users are most likely to find your ad relevant to their needs.

This can be leveraged by targeting in-market and affinity audiences, as well as retargeting users who have already visited and engaged with your site, much like we do with search ads. We can use an array of data to target users based on their online behaviours and signals. For this campaign we targeted adults within an 10 mile radius of the proposed site using multiple formats to encourage users to click through to the website.

Results

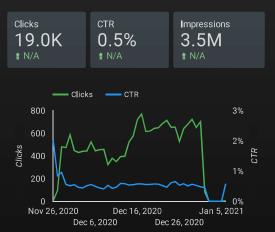
The campaign performed exceedingly well, hitting every target. Impressions served were 121% more than planned at a lower cost £1.44 per 1000 impressions (55% below the plan). This lower cost helped in reaching a wider audience and in turn drove 19,000 clicks to the site.

Overall, the activity was very efficient, as we were able to drive clicks at a lower cost by almost 70%. Comparing to the previous activity in June, the ads proved to be quite engaging this time around with 0.54% of users clicking through once they had been served the display ad. This was a 25% increase from the previous activity run in June. Ad impressions were also much higher this time around by 96%.

We saw increased delivery over the Christmas period which is likely due to increased device usage over the holidays. Click through started to rise after the 13th of December and peaked on the 17th with a small dip on boxing day.

Click Through Rate & Impressions

by Clicks, CTR, and Impressions

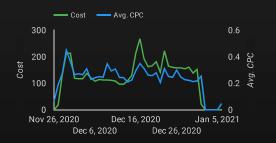


Device Breakdown

by Clicks, Cost, and Conversions



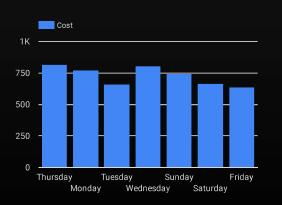
by Cost, CPC, and CPM
Cost
£5.10K
N/A
Avg. CPC
£0.27
N/A
Avg. CPM
£1.44
N/A



Day Of The Week

Cost Per Click

by C**l**icks



▼



APPENDIX 11.3: STAGE 2 NON-STATUTORY NEWSPAPER NOTICES

NEWS

News in brief

Join a free exercise class

An online initiative to boost people's health and wellbeing has been opened to Doncaster residents online.

New free community content has been added to Doncaster **Culture and** Leisure Trust's members Healthy at Home programme to give people in the borough access to an online body of support. Free weekly classes live streamed from the studio via Zoom, with

everything from pilates, yoga and dance classes to body attack, body combat and aerobics are now available.



RDaSH staff packing the rucksacks during last year's appeal Staff making 'life a little easier'

Staff at Rotherham Doncaster and South Humber NHS Trust have launched their annual 'Reverse Advent Calendar' appeal.

The aim of the appeal is to fill rucksacks with treats and essential items such as food, toiletries, scarves and gloves, for less fortunate patients and their families who use the trust's services. Dr Judith Graham, RDaSH professionals, who first started the appeal in 2017, said: "Every year since then, our staff have generously donated enough goodies to fill hundreds of the rucksack gift bags, which have made life a little easier for those in need." Items needed for the appeal include tinned foots, cereals, toiletries and warm clothing.

director for psychological

Wipes cause sewer blockage

Severn Trent engineers recently discovered huge piles of wipes when they went to investigate a sewer blockage in Doncaster. Grant Mitchell, Severn Trent's sewer blockages lead, said: "This blockage could have been easily prevented if people just simply binned their wipes and other items such as sanitary products, instead of putting them down the loo.

Giving back to the community

too.

St Mary's Church, Sprotbrough, has launched a Giving Back to the Community scheme, to buy gift cards for schools to distribute to economically vulnerable families before they close for Christmas. "Many people are unaware the drains that take waste water away from their home are actually only a few inches wide and it doesn't take much for them to get clogged up with unflushable items. "A blockage this size could have easily caused sewer flooding for homes nearby, which would be horrible for anyone to have to experience and totally avoidable."

The church has already

raised £1,000, and has also

offering financial support

been contacted by others

Anyone wishing to

December 11.

support is encouraged

to contact the church by

Special festive service online

Babworth Crematorium will be doing things differently this year by putting on a virtual onehour Christmas Carol and Remembrance

Service. It has invested in new online services due to restrictions



of the number of people allowed to attend funeral services. And now that technology is going to be used to ensure everyone can view a virtual service. The service, which will feature a mixture of traditional carols and readings, will take place on Wednesday, December 16, at 7pm.

OUR CONSULTATION PERIOD RUNS FROM WEDNESDAY 25TH NOVEMBER 2020 UNTIL 5PM ON WEDNESDAY 20TH JANUARY 2021

Due to ongoing restrictions relating to events and the closure of most public venues, we are hosting a distanced consultation process and an extended consultation period

The best ways to access our consultation documents are:

- Our Virtual Exhibition https://keadby3.consultation.ai from 10am on Wednesday 25th November 2020
- The Project Website https://www.ssethermal.com/keadby3

These contain:

- Our Preliminary Environmental Information Report ('PEIR') and its Non-Technical Summary ('NTS');
- A location plan;
- Project Information Banners;
- Frequently asked questions; and
- A newsletter (also mailed to addresses in the vicinity of the site)

For alternative formats please: telephone 0800 211 8194 (24hr freephone voicemail service), email consultation@keadby3.co.uk

We encourage you to provide your feedback and are providing a range of safe methods for this.

You can complete the *feedback form* which is available in our Virtual Exhibition and on the Project Website, listed above. Write to us at *FREEPOST KEADBY 3* with your name and address, e-mail us at *consultation@keadby3.co.uk*, or leave a message including your name and number at 0800 211 8194. Please note that postal methods may be experiencing delays.

All feedback must be received by 5pm on Wednesday 20th January 2021.

WEBINAR

We encourage you to join one of our online webinars with members of the project team. To join, please visit the Virtual Exhibition website and click on the link of your preferred date to add the joining instructions as an appointment in your device calendar.

Webinar Date	Start Time
Tuesday 1 st December	1pm
Thursday 3 rd December	10am
Monday 7 th December	3pm
Wednesday 9 th December	10am
Wednesday 6 th January	1pm
Friday 8 th January	10am

Each webinar session will include a presentation by members of the project team followed by an open question and answer session.

Webinars can be accessed online or via dial in by telephone. All details can be found at our virtual consultation https://keadby3.consultation.ai

For assistance relating to webinar access please call 0800 211 8194, leave a message including contact details, a member of the project team will contact you to assist.

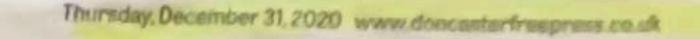


Indicative appearance of Keadby 3 in the context of existing Keadby Power Stations and the Keadby Windfarm

Any details you provide to us will be subject to our Privacy Notice at the Project Website. A paper copy of the Preliminary Environmental Impact Report (PEIR) document is also available, copying and distribution costs up to a maximum of £200 will apply; please allow a week for receipt of documents via these methods.

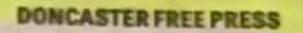


4



Motorbike which was gift from man's late wife stolen by burglar Jon Cooper

Court the owner woke to find and he told police the motor-





jon.cooper@jpimedia.co.uk ajontycooperi

A burglar has been jailed after he stole a motorcycle which had been a sentimental gift from the victim's late wife.

Brandon Scott, aged 22, of Ingram Road, Dunscroft, Doncaster, and another alleged offender stole the motorcycle from the rear of a home on Lodge Court, Hatfield, Doncaster, before stealing a KTM road bicycle from the conservatory at the property.

Richard Davies, prosecuting, told Sheffield Crow

a conservatory door window had been smashed and the bicycle valued at £2,500 had been stolen and his motorcyclevalued at £4,000 had been taken.

Mr Davies added: "His wife had passed away previously due to cancer and the motorbike which was stolen was her last gift to him and it had great sentimental value."

Scott sold the bicycle and when the person who bought it advertised it to sell the bicycle was spotted by the complainant, said Mr Davies.

The defendant handed himself in after he realised people were looking for him

cycle, which has never been recovered, had been dumped after it would not start.

Scott, who has previous convictions, pleaded guilty to the overnight burglary which happened between February 29 and March 1.

Chris Brewin, defending, said Scott who has stopped using cannabis and does not drink had struggled after the end of a relationship.

Mr Brewin added: "He's remorseful and wants to lead a law-abiding life and he's really worried about going to prison."

Recorder Chris Smith told Scott: "Burglaries of houses causes particular

distress to home owners because they want to feel safe in their own homes and if they wake up in the morning to find doors or windows smashed they never feel safe again."

He added: "The victim's wife had died and left him that motorcycle as one of her lasting gifts and it's been completely lost as a result of your dishonesty and that compounds the understandable feelings of injustice that your victim feels."

Recorder Smith sentenced Scott to two years and four months in prison.

The court heard no action has been taken against Scott's alleged accomplice.

Peggy and other residents were treated to Christmas carols Moving carol concert

A big-hearted Doncaster family gave their mum a festive treat - a carol concert outside her care home window. Chris Teal has not been able to meet his mum Peggy inside since March-so along with his son Dan and dad Brian, 87, they visited **Richmond Care Home in** Sprotbrough to perform Christmas carols outside.

Peggy, 79, who suffers from Alzheimer's, was one of many residents at the home in Allendale Road treated to a few Christmas classics. Chris said: "My son Daniel, 24, plays the saxophone so from his car Bluetooth he played to residents through an open window. It brought tears to my dad's eyes seeing mum singing and other residents were dancing."

THERE CONSULTATION BY SSE HILLERMAL THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT CONSULTATION IS OPEN UNTIL 5PM ON WEDNESDAY 20TH JANUARY AND WE WELCOME YOUR FEEDBACK

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soloist, Reg Dance (tenor).

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Thursday, December 31st, 2020



Donation to keep village's lifeline

GOOLE 3 SELBY TIMES EPWORTH TIMES

Watchdog praises care home

A Goole care home has been praised for its response to the Covid-19 pandemic.

Prospect House Care Home, on Woodland Avenue, was inspected by the Care Quality Commission (CQC) back in November.

It's part of the CQC's response to care homes. with outbreaks of Covid-19 and sees inspectors conduct reviews to ensure that the Infection Prevention and Control (IPC) practice is safe and the service compliant with IPC measures.

The home, which is registered to care for 24 residents, had 20 people living at the service on the day of the inspection.

Inspectors were assured that "the service was following safe infection prevention and control procedures to keep people safe" during their visit, giving the care provider a 'good' rating.

There are four units within the service, each with a kitchen, dining room, lounge area, bathroom and bedrooms. In addition to this, there

at the time of the inspection and alternative measures such as video calls were being used.

The environment was clean. Additional cleaning was taking place including of frequently touched surfaces.

There were detailed risk assessments to manage and minimise the risks Covid-19 presented to people who used the service, staff and visitors."

It follows Prospect House's last CQC inspection in November 2018, which rated it 'good' in all areas

Dawn Brown Manager at Prospect House said: "I know how hard the staff here at Prospect House have worked over this difficult time and I am proud to be part of such a dedicated caring team. Our team work together to ensure the best standards of care possible and have overcome the challenges that this year has thrown at them. Its has been difficult and uncomfortable for people to work wearing full PPE but staff at prospect house haven't let that stop them providing their high standard of care whilst also making sure that Prospect house continues to feel like a home and a family. Our residents safety is of the utmost important to us and as such we have made sure to put new safety measures and training to in place to combat the challenges caused by Covid-19."

Residents living in Hensall will still be able to use the village's defibrillator in the event of an emergency after a generous donation from a local business.

Due to a change in regulations within the UK, the lifesaving piece of kit in Hensall needed to be put in a powered PADI box.

However, due to not being able to do any fundraising events this year, the cost was going to be too much of a struggle for residents to afford.

That is until Ellie Williamson at Euro Auctions Ltd kindly arranged the purchase and delivery of the vital piece of equipment to keep the defibrillator in operation and available in the event of an emergency. As well as the generous donation from Ellie,

there was also a big community effort from the Hensall Events Team and Joe Tangi at the start of December, who were able to dig a trench and lay the cable to the old phone box ready for connection of the box.

A representative of Hensall Events team said: "Without this very generous donation by Euro Auctions Ltd we would have had to remove the unit if we got some cold weather and we didn't want to have to do that. A very hand washing techniques. big thank you to Ellie and the team from the event's team, as well as the people of Hensall.

Ellie Williamson (centre) with members of the Hensall Events Team with the PADI box. (23-12-11 SU)

are two flats for people who are able to live more independently. There is a passenger lift so people are able to access the first floor if they cannot manage the stairs. There is a large communal room on the ground floor that is used for group activities.

The inspector found that there were systems in place which allowed people to be admitted to the home safely, as well as clear signage on the correct use of personal protective equipment (PPE) and

Staff had also received appropriate infection control and prevention training.

The report states: "A risk assessment was in place for ensuring safe visits, this included a booking system, to allow for social distancing, visitor agreement form, health screening and use of PPE. Local restrictions on visiting were in place

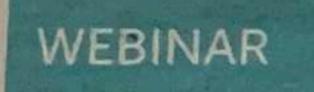
Director of Operations, Heather Joy, added: "We are delighted with the latest Care Quality Commission report. This highlights the marvellous work being done by Manager Dawn and her team. Through their hard work and caring nature their aim is to ensure that the people who live at Prospect are supported to maximise their independence and achieve their personal life goals. We are extremely proud to have the Prospect House team as part of the HICA Family."

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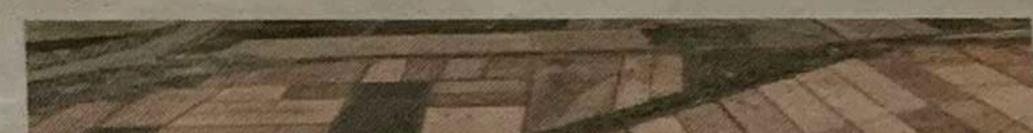
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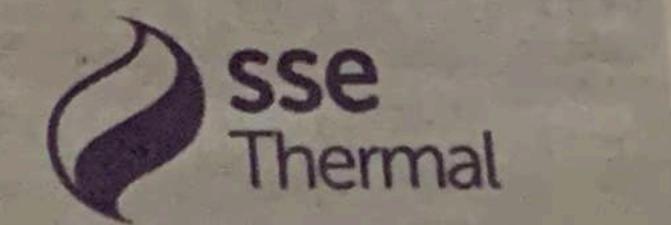
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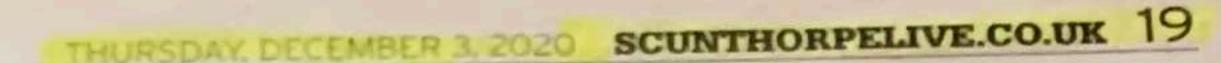


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LTHOUGH there has been a new Suzuki Jimny on the market for more than a year, the company

SUZUKI JIMNY Used car review: By Peter Haywood

occasions and need a tow out, but I never did. On the road, the engine is still driving all four wheels and, what with the weight of the heavier drivetrain and a shape rather less aerodynamic than a small barn, performance is not up to much and neither is economy. There is reasonable acceleration up to 50 miles an hour but above that it struggles, and when cruising at 70 miles an hour on the motorway, economy drops considerably. The government combined figure is 38.7mpg. Although the road

has decided to stop importing it to Britain because sales are so small.

That's a great shame because it's actually a very likeable small SUV with amazing off-road ability, cheap running costs and fair on-road manners. That said, the previous Jimny, which had a very long run from 1998 to 2018, is a great vehicle for a bit of urban fun, and is also one of the best off-roaders on the market.

Like all Suzukis, it's reliable and long lasting, but out on the open road, it's hard for many people to live with because of the tough 4x4 suspension needed to manage rough terrain without damage. This bounces occupants around unmercifully over

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anything but the smoothest of black stuff.

There is only one engine option, a little 84bhp, 1,328cc four cylinder petrol and it has more than enough power off-road, when combined with the standard set of proper low ratio gears.

I have taken Jimnys over some horrendous terrain, through deep mud and deeper rivers and up and down impossible-looking slopes. I expected to get stuck on many



wind and road is also bad at speed. The shape is, as it's always been, that of an overgrown Tonka toy but make no mistake - this is not a holding is reasonable, with softie. The dated interior matches a fair amount of grip, it will not corner safely the square exterior looks and there are only four seats, with the rear anywhere near as fast as an two right above the rear wheels and equivalent family hatch. still leaving little legroom. Noise, from the engine,

the state of the second of the second

Base models have electric windows and mirrors and two front airbags, the mid-range SZ3 adds remote locking, anti-lock brakes, roof rails, heated mirrors and a CD player. Top SZ4 has leather, alloys and aircon.

Pay about £7,450 for a '15 15-reg SZ3, or £9,800 for a '17 17-reg SZ4.

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Suzuki

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Toddler who survived meningitis comes home for Christmas

By JAMIE WALLER

jamie wallen@reachpic.com ScunthorpeLive A MUM who feared she'd lost her month waiting for her to be well Nicki took her to Scunthorpe two-year-old daughter to meningitis was able to welcome her home again for Christmas.

shunt fitted to drain fluid from her her temperature spiked, and didn't Her family spent more than a meningitis rash.

have the common symptom of a

seizure.

The Scunthorpe family didn't allowed to be there at the same time. to be resuscitated twice. know whether they would see the "You never know how many Ella-Rae was born with Dandyday when she came home, but she problems will come from a shunt. Walker Syndrome, a condition in has been discharged from Sheffield Some children never have any which the cerebellum part of the Children's Hospital after six weeks of issues, while others will get a com- brain doesn't form properly. treatment.

chromosome disorder and a waiting to see how she goes." syndrome in which part of the brain The terrifying episode began extra time, causing developmental doesn't form properly, has had a when Ella-Rae first appeared tired, delays,

enough to come home.

head.

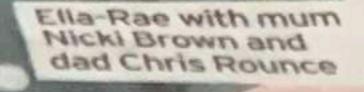
Mum Nicki Brown said: "It was a improve. relief to be home for Christmas. I Just as they were hoping she'd be

plication or blockage every month. She also suffers from Trisomy 9

hospital after her condition didn't

Ella-Rae Rounce nearly died after spent most of the six weeks in able to come home, the toddler the infection triggered an hour-long hospital with her, and even when suffered a huge seizure which went her dad was able to visit, we weren't on for a full hour and meant she had

The toddler, who was born with a "She's been fine so far, so we're mosaic, a rare disorder in which a certain chromosome appears an

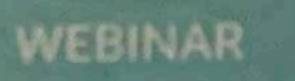


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THURSDAY, DECEMBER 31, 2020 SCUNTHORPELIVE.CO.UK

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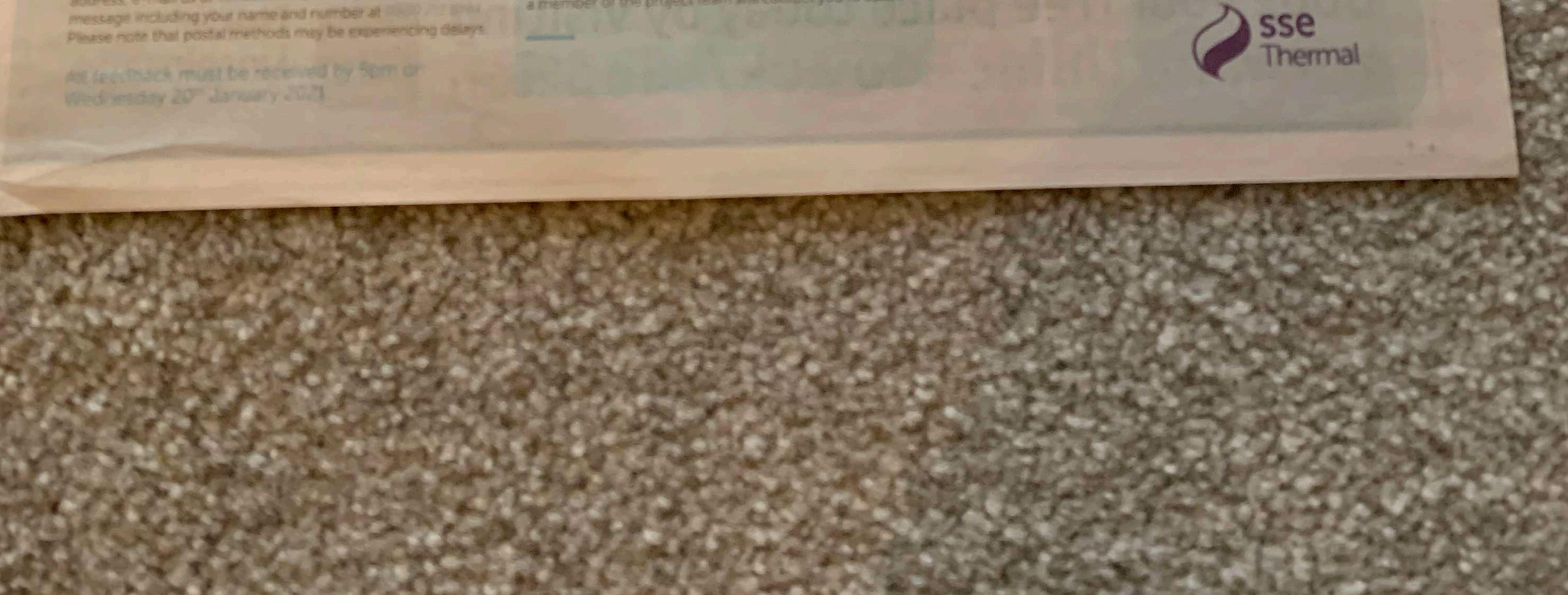
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APPENDIX 11.4: STAGE 2 WEB PAGE





Flexible Generation

Keadby 1 Medway

Peterhead Great Island Tarbert

Rhode Tawnaghmore Seabank Marchwood Chickerell Burghfield Keadby 2 Keadby 3 Fiddler's Ferry Ferrybridge C HOME + TLEXIBLE GENERATION + READBY 3

KEADBY 3 CCS POWER STATION

Visit our Keadby 3 Virtual Exhibition here



About Keadby 3

SSE Thermal is actively developing Keadby 3, which could become the UKs first power station equipped with carbon capture and storage (CCS) technology by the mid-2020s.

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

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



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Flexible generation Energy-from-waste Energy storage Low-carbon solutions

The UK Government recently announced its ambition for the UK to become a world-leader in CCS technology, with a target to remove 10MT of CO₂ by 2030. Keadby 3 is expected to offset at least 1.5MT of CO₂ – 15% of the Government's target.

Readby 3 will connect to the shared infrastructure being developed through the Zero Carbon Humber partnership to transport the captured CO_2 and store it safely offshore.



Stage Two Consultation

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Our virtual exhibition room will be open throughout the stage two consultation period and can be accessed using the link below

Keadby 3 Virtual Exhibition	
To provide feedback on our proposals please use our online smart survey	
Keadby 3 Smart Survey	
Stage Two Consultation Materials	
PEIR - Non Technical Summary	



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Keadby 3 Smart Survey

Stage Two Consultation Materials	^
 Project Privacy Notice 	
Stage Two Newsletter	
 Zero Carbon Humber Information 	
Overview of the NSIP Process	
Information Banners	
PEIR - Non Technical Summary	
Volume) – Chapters	
Volume II – Appendices	
Volume III – Figures	
Consultation Strategy and Publicity	
Stage One Consultation (now closed)	

Contact us

Jade Fearon

Stakeholder Manager



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Volume I - Chapters			



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Volume I – Chapters	^
PEIR 01 Volume Cover Contents and GlossaryPEIR Chapter 1 Introduction	
PEIR Chapter 2 Assessment Methodology	
PEIR Chapter 3 The Site And Surrounding Area	
PEIR Chapter 4 The Proposed Development	
PEIR Chapter 5 Construction Programme And Management	
PEIR Chapter 6 Consideration Of Alternatives	
PEIR Chapter 7 Legislative Context And Planning Policy	
PEIR Chapter 8 Air Quality	
PEIR Chapter 9 Noise And Vibration	
PEIR Chapter 10 Traffic And Transport	
PEIR Chapter 11 Biodiversity	
PEIR Chapter 13 Geology, Hydrogeology And Contaminated Land	
PEIR Chapter 14 Landscape And Visual Amenity	
PEIR Chapter 15 Cultural Heritage	
PEIR Chapter 16 Socio Economics	
PEIR Chapter 17 Climate Change And Sustainability	
PEIR Chapter 18 Major Accidents And Disasters	
PEIR Chapter 19 Cumulative And Combined Effects	
PEIR Chapter 20 Summary	
Volume II – Appendices	~

Volume III – Figures



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 Statement of Community Consultation (SoCC) 	
- SoCC Notice	
Section 48 Notice	
Keadby <u>3 Newspaper Advert</u>	
Stage One Consultation (now closed)	~

Contact us

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APPENDIX 11.5: STAGE 2 VIRTUAL EXHIBITION LANDING PAGE





APPENDIX 11.6: STAGE 2 VIRTUAL CONSULTATION BOARDS



Keadby

Keadby 2

Existing National Grid Substation Keadby 3 Proposed Power and Carbon Capture Site

Indicative appearance of Keadby 3 in the context of Keadby 2 and the Keadby Windfarm

KEADBY 3 LOW CARBON CCGT Power station project

Welcome

Keadby 3 will be a highly efficient combined cycle gas turbine power station located on land at and near the Keadby Power Station site in North Lincolnshire. It will use natural gas as its fuel and will be fitted with a carbon capture plant to remove carbon dioxide from its emissions. The carbon capture plant would connect into infrastructure being developed through the Zero Carbon Humber Partnership and the Northern Endurance Partnership.

Following our initial (Stage 1) consultation in Summer 2020, we are holding a further Stage 2 Consultation to seek views of the local community and other stakeholders on our more developed

proposals for Keadby 3. The Stage 2 consultation for the Keadby 3 project will run until **5pm on** Wednesday 20th January 2021.

In addition to these information banners, also available to view as part of this virtual exhibition are the following materials:

- Our Statement of Community Consultation ('SoCC')
- Our Preliminary Environmental Information Report ('PEIR') and its Non-Technical Summary ('NTS')
- A plan showing the location of the Proposed Development Site
- A 'Frequently Asked Questions' ('FAQ') document
- A leaflet about the Zero Carbon Humber Partnership
- A video showing in the theatre with drone video footage and an illustration of how Keadby 3 might look
- Details of how to join our upcoming webinars; and
- The Project's online feedback form.

The same information is also available to download from our Project Website: www.ssethermal.com/ keadby3.

About SSE Thermal

SSE Thermal, part of the FTSE-listed SSE plc, is a leading developer, owner and operator of electricity generation and energy storage assets. Its portfolio includes five of the most flexible and efficient gas-fired power stations across the UK and Ireland.

The business has a strategy to create value for shareholders and society by developing, owning and operating low-carbon energy infrastructure in a sustainable way. Its vision is to become the leading provider of flexible thermal energy in a net-zero world. As part of this ambition, it has a core focus on further decarbonising its energy generation through emerging carbon capture and hydrogen solutions. SSE plc employs 12,000 people directly across the UK and Ireland and is proud to be a real Living Wage and Fair Tax Mark accredited company.

Providing Feedback

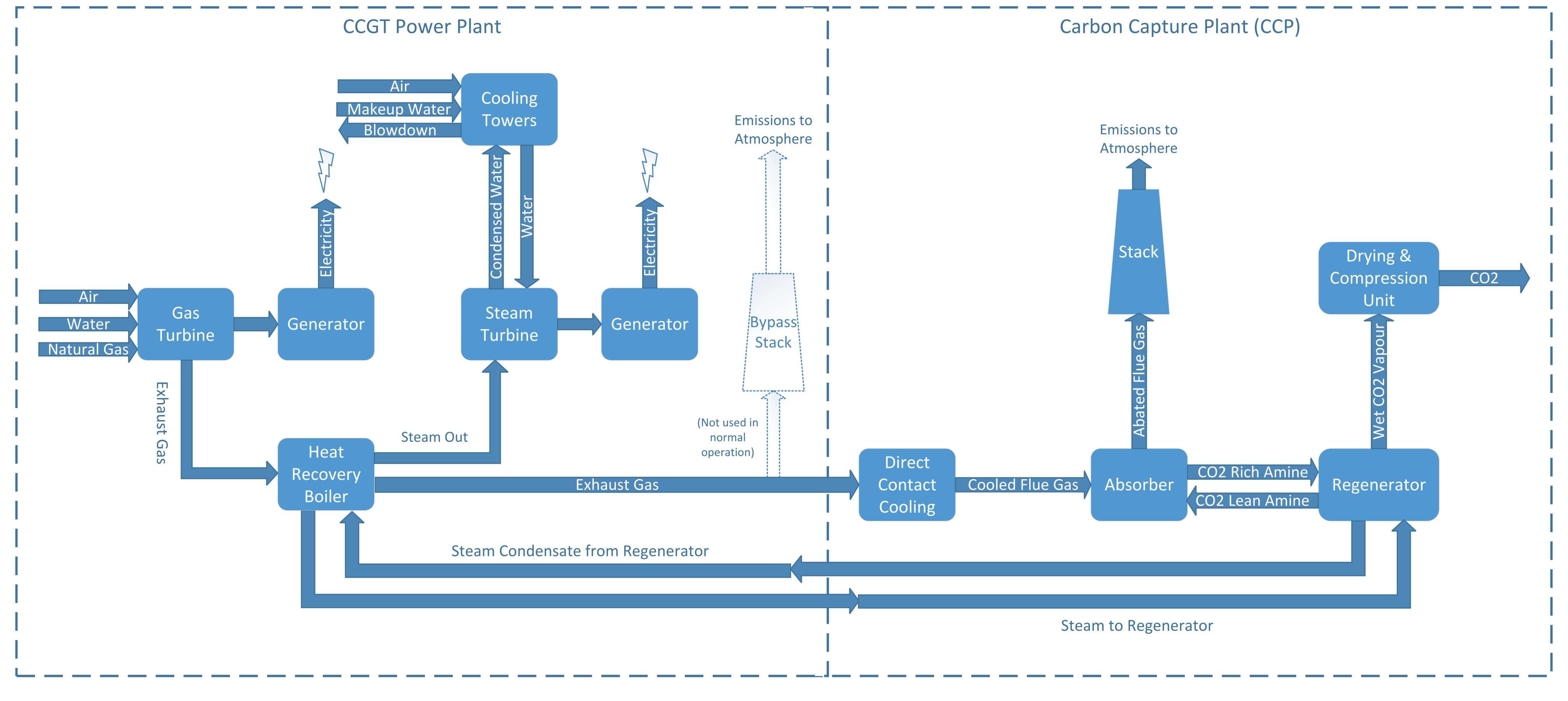
We encourage you to provide feedback on our proposals. There are a number of different methods you can use:

- The feedback form –available as part of this virtual exhibition and the Project Website
- By post to Freepost Keadby 3
- By email at consultation@keadby3.co.uk
- Leave a message on 0800 211 8194 If you would like us to call you back, please include your name and number as part of your message.

Postal services may take longer at present due to coronavirus. Please observe all relevant precautions. We cannot guarantee consideration of feedback provided via methods not listed above (such as on social media).

What is Keadby 3?

The Keadby 3 Low Carbon Gas Power Station Project is a high efficiency combined cycle gas turbine (CCGT) power station with a capacity of up to 910MW electrical output, including a post combustion carbon capture plant to be built on land adjacent to Keadby 1 and 2 near Scunthorpe.



Schematic of CCGT Power Plant and Carbon Capture Plant

The inclusion of a carbon capture plant in the project means that the carbon dioxide emissions from the power station can be captured and directed via a pipeline to an offshore geological store. The pipeline and geological store will be developed through the Zero Carbon Humber Partnership and Northern Endurance Partnership respectively. SSE Thermal is part of the Zero Carbon Humber Partnership, working with other leading companies in the Humber area to decarbonise industry and power generation in the region. Please see the leaflet as part of this consultation for more information on Zero Carbon Humber. The Northern Endurance Partnership has been established to develop offshore carbon dioxide storage facilities in the UK North Sea, which projects in the Humber will seek to use.

The Project also includes natural gas, electricity and cooling water connections and associated development required to construct and operate the power station.

In order to develop Keadby 3 we must apply for a Development Consent Order (DCO) from the Secretary of State for Business, Energy and Industrial Strategy (BEIS). If granted, this DCO will permit the construction and operation of the Keadby 3 project and set out measures that must be adopted to minimise any potential environmental impacts or effects. The DCO if granted could also include other powers, such as the temporary acquisition of land or permanent easements within defined areas: these are called the Order Limits and we expect these to be similar to the red line boundary in the Location Plan (and in the figure on the next banner).

Needs and Benefits

The UK has legislated to cut national carbon emissions to Net Zero by 2050. This will require a major transition in how we generate and use energy.

We believe efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables.

This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050 there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18GW - equivalent to building twenty Keadby 3 projects around the country by 2050.

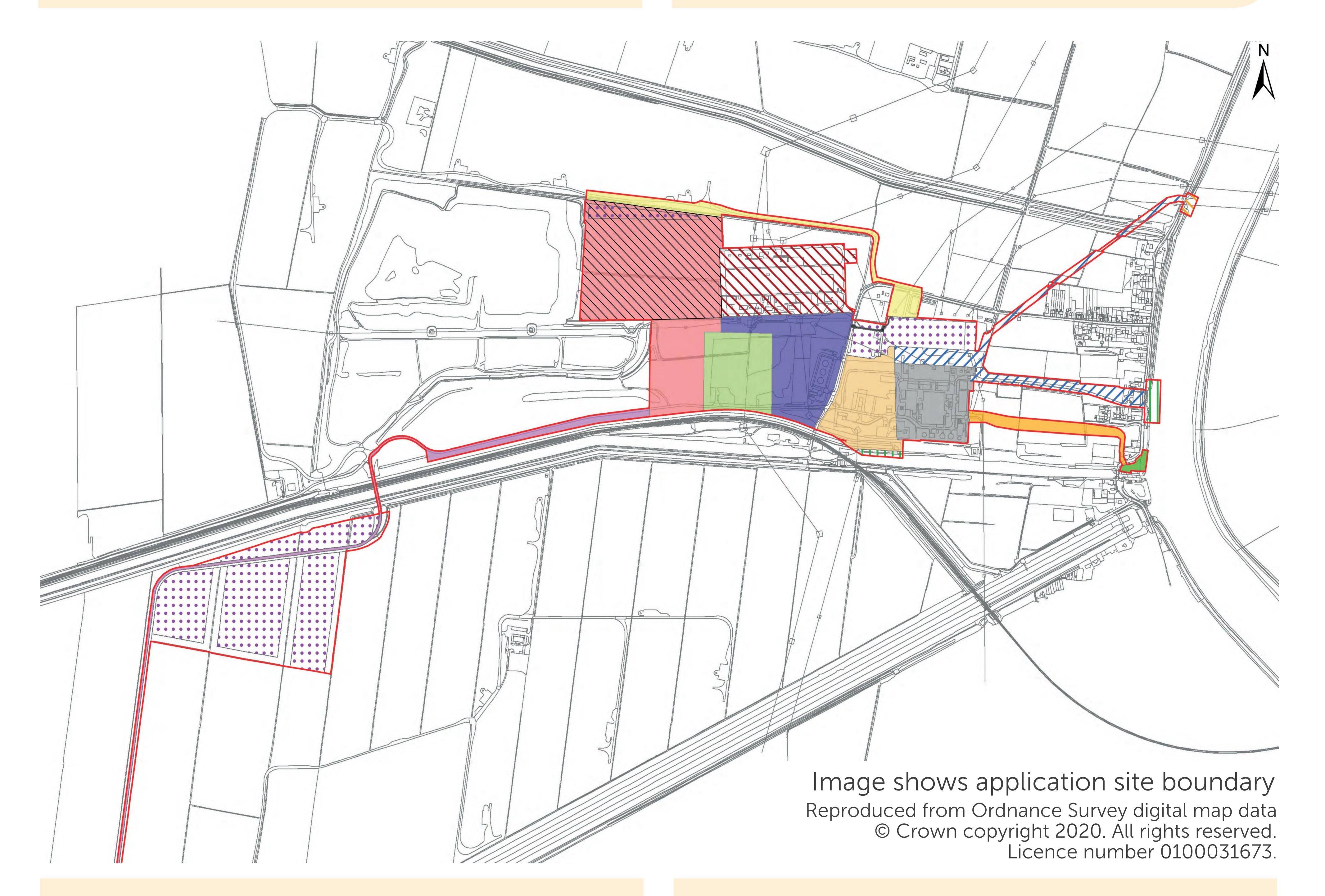
Keadby 3 will only be built with a clear route to decarbonisation which will be achieved by including a carbon capture plant to connect into the carbon dioxide pipeline coming forward as part of the Zero Carbon Humber Partnership proposals.

Project Components

Keadby 3 Low Carbon Gas Power Station Project would comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910 megawatts (MW) and associated buildings, structures and plant.

A carbon capture enabled power station including a Combined Cycle Gas Turbine plant with integrated cooling infrastructure, a carbon capture plant, carbon dioxide compression equipment, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, a permanent laydown area, chemical storage, pipework and auxiliaries, other minor infrastructure, and natural gas receiving facility along with a new surface water drainage system and above ground installation for connection to the carbon dioxide pipeline (all located in the **Proposed Power and Carbon Capture Site**). A natural gas pipeline connection within the Keadby Power Station site to connect the **Proposed Power and Carbon Capture Site** to the existing National Grid high pressure gas pipeline.

Electrical connection works between the **Proposed Power and Carbon Capture Site** and the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) and option to connect to the existing Northern Powergrid 132kV Substation (Electrical Connection to Northern Powergrid 132kV Substation)



Water Connection Corridors [_______ including either a water intake for cooling and process purposes within the Stainforth and Keadby Canal (Canal Water Abstraction Option) or if not available an intake from the River Trent (River Water Abstraction Option), both [______ ; Disposal of used cooling water to the River Trent (Water Discharge Corridor) [______ ; and a mains water supply within the Keadby site.

Associated development including: temporary construction phase Laydown Areas ••••; the use of the existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load Route used for the Keadby 2 project; site preparation works; pipeline and cable connections between parts of the site; landscaping and biodiversity provision, internal access roads, roadways and footpaths; gatehouses, security and fencing; and lighting.

How would the site be accessed?

We may improve the current Keadby 2 construction route to allow it to be used for both the construction phase and operational staff traffic for Keadby 3 (**Construction and Operational Access Route**) meaning that traffic relating to operations for Keadby 3 would not need access to Keadby. The use of the A18 access for operational traffic would involve constructing a new gatehouse and parking and may include junction works (**A18 Junction Improvement Option**) . There would also be a permanent **Emergency Vehicle Access Road** between the **Proposed Power and Carbon Capture Site** and Chapel Lane.

We welcome your feedback on the use of the A18 access for operational traffic as part of this consultation. You can use the survey form to the left of the table.

What has changed since your Stage 1 Consultation?

We have made a number of technical decisions about the project components since Stage 1 Consultation, including the layout, which avoids plant rich habitats on part of the SSE landholding, and the selection of hybrid cooling towers rather than air cooled condensers. Furthermore, hydrogen is not being progressed as an option for the fuel supply. Instead, natural gas with Post-combustion carbon capture will be deployed. The Project would connect to the existing natural gas pipeline supplying the Keadby site, and export carbon dioxide to third party pipeline infrastructure.

Environmental Impact Assessment

A Preliminary Environmental Impact Report (the PEIR) has been produced, along with a Non Technical Summary (the PEI Report NTS). This sets out the findings to date of our Environmental Impact Assessment (EIA) work.

We have carried out a number of surveys, including habitat and species surveys, water monitoring and landscape and visual impact baseline photography.

The PEIR has considered the potential adverse and beneficial environmental impacts and effects of the Project. Worst case assessments have been carried out, and further evaluation is ongoing. Based upon the preliminary findings, a summary of the potential effects is provided below:

Topic	Construction	Operation
Air quality	Through the use of a Construction Environmental Management Plan (CEMP) and construction traffic management plans, no significant adverse effects are predicted.	The majority of pollutants released would result in negligible adverse impacts at human health and ecological receptors. Based on screening assessments, potentially significant air impacts could occur from the release or formation of amine degradation products although no air quality standards or guidelines are predicted to be exceeded. Ammonia emissions from the process cannot at this stage be screened out as insignificant although no significant adverse effects are considered likely. Work is ongoing to determine the level of significance of effect and whether additional mitigation is required. This will be established prior to submission of the DCO application.
Noise and Vibration	If not properly managed, construction effects at certain residential receptors may be significant adverse for certain noisier activities, particularly at night-time should such works be required. However, through appropriate scheduling of construction activities, and restrictions on those activities taking place outside core working hours so they do not exceed the relevant limits, significant adverse effects can be avoided.	Significant adverse daytime and night-time operational noise effects are predicted at certain noise sensitive receptors unless additional mitigation measures are applied. Potential design mitigation options are being considered to reduce effects such that they are considered not significant. These will be determined prior to submission of the DCO and presented in the ES.
Landscape and Visual Amenity	During construction, temporary significant adverse effects are expected to occur at a number of nearby visual receptors including residential properties and users of the canal and towpath.	During opening and operation, significant adverse effects on a small number of visual receptors including residential properties and users of the canal and towpath are predicted. The design of the Project will aim to minimise adverse effects through optimised design and layout as well as appropriate use of materials and finishes.
Flood Risk and Water Resources	Through the use of a Construction Environmental Management Plan (CEMP), no significant adverse effects are predicted.	Two small drainage ditches will be lost as a result of the Project. Through the implementation of habitat creation opportunities, including use of sustainable urban drainage systems (SuDS) within the surface water collection system, no significant effects are predicted.
Biodiversity and Nature Conservation	Through the use of a Construction Environmental Management Plan (CEMP), and adherence to relevant protected species legislation, no significant adverse effects are predicted.	No direct effects on protected species or designated sites are predicted for the Project. There is some potential for adverse air quality effects on habitats containing species sensitive to ammonia, where levels at these sites are already above relevant thresholds. Ongoing assessments will determine whether additional mitigation is required and what biodiversity enhancement measures can be included within the DCO application.
Cultural heritage	Significant adverse effects could occur from piling and any ground remediation required, which may result in the partial removal of prehistoric peat deposits in areas of the Proposed Power and Carbon Capture Site. However, further appraisal of the likely presence of these assets will be undertaken with the aim of defining impact avoidance measures. With appropriate mitigation, residual effects are likely to be not significant.	There will be no significant effects on archaeology and cultural heritage during operation.

Socio-economics	A significant beneficial effect related to direct and indirect employment created by the construction phase of the Project is predicted on the economy.	No significant effects are predicted.
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Where can I find out more about the full PEIR or the PEIR NTS?

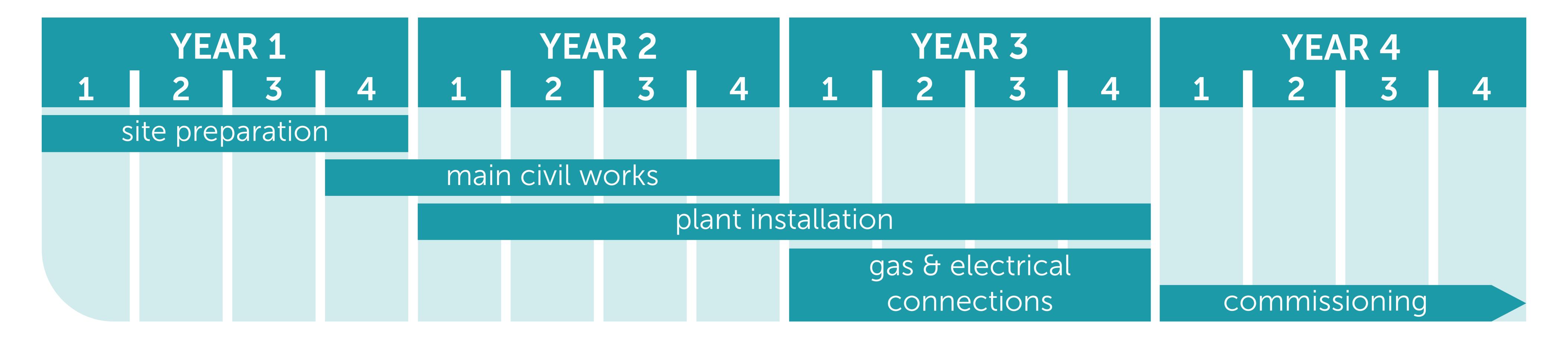
The PEIR NTS has been designed as an easy to read digital document and can be viewed by clicking on the PEIR document on the table in the centre of this virtual exhibition room. The full PEIR and its figures and appendices can also be viewed by clicking on the PEIR document. The virtual exhibition room will be open until the close of Stage 2 Consultation at 5pm on Wednesday 20th January 2021. Alternatively, PDF versions of the PEIR documents and NTS are available on the Project Website and will remain available after the close of Stage 2 Consultation.

If you have technical questions about the PEIR we encourage you to join one of our webinars and ask the project team, and if you have feedback this can be provided via the feedback form.

5

Construction

Construction of the Project could potentially start as early as Quarter 3 2022, with construction activities to be completed within three years followed by commissioning. The figure below shows an indicative programme.



Haul Routes and Laydown Areas

Where possible, facilities used for the construction of Keadby 2 will be reused to minimise disruption. For example, the principal access during construction would be via the existing road access from the A18 used for Keadby 2. This road passes over the Stainforth and Keadby Canal and the Scunthorpe to Doncaster rail line via Pilfrey Bridge. It then links to Bonnyhale Road and onwards towards to the Project Site along existing private access roads

Abnormal Indivisible Loads (AIL) would arrive at the Waterborne Transport Off-Loading Area and be offloaded using retained lifting equipment. AIL would enter the site via the Keadby 2 Additional AIL Route. It may also be necessary to bring a small number of AIL through Ealand, via Bonnyhale Road, as has been the case with the construction Keadby 2. The routing of AIL would be subject to controls as part of a Construction Traffic Management Plan, which will be a requirement of the DCO.

Laydown areas required will depend upon the final choice of technology and contractor. At this stage, laydown requirements have been estimated and assessed using worst-case assumptions. The figure displayed on banner 3 shows the areas of land



under consideration for construction laydown and contractors' compounds. Subject to final selection, the laydown areas would be secured by fencing and gates, levelled and underlain by a permeable membrane.

Earthworks and Connections

Some earthworks may be required to reprofile the site. As far as practicable, excess spoil will be reused as part of the construction works although some movement of materials to and from the site may necessary. Soils will be stored away from watercourses and areas of higher flood risk.

All gas connection works would be located within the Keadby Power Station site on SSE land. The water abstraction point would either be on the Stainforth and Keadby Canal adjacent to the Keadby 2 abstraction point or on the River Trent as an upgrade or renewal of the Keadby 1 abstraction point. In either instance, a temporary cofferdam would be built in the waterway to provide safe and ecologically appropriate working conditions and allow the construction of a concrete apron extending from the bank of the waterway. Whichever abstraction option is selected, a pipeline would be constructed using open cut methods from the intake to the Proposed Power and Carbon Capture Site. If the River Water Abstraction Option is selected, some of the existing pipework may be able to be reused but this will need to be extended to the Proposed Power and Carbon Capture Site.



Construction Phase Mitigation

We would require our contractor to produce and maintain a Construction Environmental Management Plan to control construction activities to minimise, as far as reasonably practicable, impacts on the environment and amenity. This would include industry best practice measures and specific measures set out in our Environmental Statement. A Framework Construction Environmental Management Plan will be produced in support of our DCO Application and will set out the core working hours, key management and monitoring activities to be carried out by the contractor.

A phase of commissioning would be required following construction to test the performance and installation of the process equipment.

Design

We are considering how the appearance of the site and the larger buildings could be enhanced through the use of alternative forms or materials, appropriate colours, and boundary treatments.

Technical and functional requirements

The key influences and constraints on the design are:

Scale

The largest buildings and structures are the CCGT and its heat recovery steam generator, the carbon capture plant, and the hybrid cooling towers. Some ducting, supports and ancillary structures are placed on the surface of the CCGT building. The hybrid cooling towers are lesser in scale than the air cooled condensers shown in the imagery at Stage 1 consultation. Additional overhead line towers ('pylons') are unlikely to be required.

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 carbon dioxide export pipeline. The CCGT and carbon capture plant and their hybrid cooling towers are close-coupled for efficiency. Different types of hardstanding are installed between items of plant, to provide good visibility and safe working conditions in normal and 'outage' situations.

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 constructed using engineering components and materials that will ensure that Keadby 3 operates safely, cost effectively and efficiently for at least 25 years.

Design Opportunities

We are considering how to improve the appearance of the larger structures compared to a more functional design, considering the appearance in long distance views. Nearer to the site, we are looking at how to soften the appearance of smaller structures, reinforcing local character through material selection and finish, and design attractive and welcoming gateways.

Building Finish

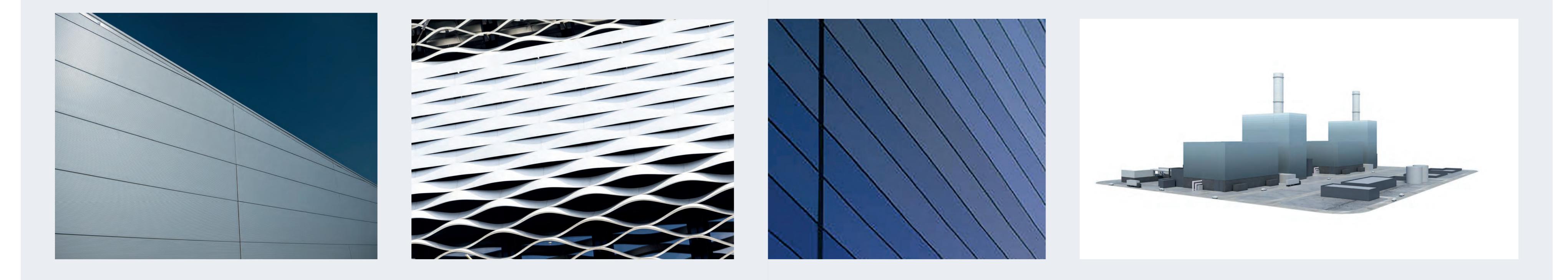
Boundary Treatments and Accesses

On the CCGT building the metal cladding could use banding, 'fading' from dark at ground floor to light at roof level to reduce the apparent mass. Colour or texture (such as mesh panel) could alternatively be used to highlight certain areas, or ancillary structures, to create focal points and add depth. The existing Keadby 1 power station uses a mixture of cladding and colour: grey lower sections, white upper sections, between which a red band encircles all the buildings. Keadby Bridge (King George V Bridge) and Pilfrey Bridge have a dark green finish which could be considered for bridges and lower sections of buildings. Alternative materials and uplighting are not considered appropriate for larger buildings, noting the unlit metal finish of other power infrastructure in the area.

The security perimeter can incorporate amenity 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 and where space allows the boundary treatment will deliver on multiple objectives. Perimeter lighting and CCTV columns can be integrated into the fence construction and signage will also be grouped to minimise clutter and aid wayfinding. Open areas such as visibility splays, entrance gateways and areas of parking will use a mix of hard and soft surfacing, and accessibility will be maximised through surfacing, contrasting materials, lighting and wayfinding.

Smaller structures at edge locations could adopt a similar shape or roofline as the larger buildings, to

signify the link with the power station site, but could be finished in traditional materials that relate to its surroundings. For example the potential new gatehouse on the access road could echo the form of the larger buildings while using red bricks as seen on the nearby farm access and in the villages.



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 guide building finish and boundary treatments at the detailed design stage and ensure that the project will be both functional and attractive.

Further information and Next Steps

The DCO Application Process

Before Keadby 3 can be built, we need to apply for a Development Consent Order ('DCO') from the Secretary of State for Business, Energy and Industrial Strategy ('SoS') under the Planning Act 2008. Consultation is a key part of the DCO application process. Following our Stage 1 Consultation in Summer 2020, this Stage 2 consultation represents the next opportunity in the process for the local community and other stakeholders to comment on our proposals for the Keadby 3 Project. The DCO application process and our expected timescales for obtaining consent are summarised below.



As required by the Planning Act 2008, we will prepare a Consultation Report showing how we have considered the comments received during our consultation on the proposals.

The DCO application will be submitted to the Planning Inspectorate ('PINS'), which will administer the application process for the SoS. Following submission of the application PINS will first decide, on behalf of the SoS and within a prescribed period of 28 days, whether to accept the application for examination. If accepted, PINS will then appoint an independent inspector or panel of inspectors, also known as the Examining Authority ('ExA'), who will examine the application on behalf of the SoS.

Following an examination process of up to six months, the ExA will have three months to write a report setting out a recommendation as to whether development consent should be granted. The report is then sent to the SoS who has three months to consider it and to make a final decision on whether to grant development consent. If the SoS grants consent this will be in the form of a DCO.

What happens next?

The comments and responses received to this consultation will be used to help us finalise our proposals for the Keadby 3 Project prior to submitting the DCO application. If you are looking for information as to how the Keadby 3 Project is progressing, please visit the Project website www.ssethermal.com/keadby3 for periodic updates. The Project also has a dedicated page on the PINS National Infrastructure Planning Portal: https://infrastructure.planninginspectorate.gov.uk/projects/yorkshire-and-the-humber/keadby-3-low-carbon-gas-power-station-project_

Don't forget that you can submit your comments on the Stage 2 Consultation via the following means:

- The feedback form –available as part of this virtual exhibition and the Project website (www.ssethermal.com/keadby3)
- By post to Freepost Keadby 3
- By email at consultation@keadby3.co.uk
- Leave a message on 0800 211 8194 If you would like us to call you back, please include your name and number as part of your message.

Comments must be received no later than 5pm on Wednesday 20th January 2021.

Meet the Team

SSE Thermal Development Manager

As SSE Thermal's Project Development Manager for the Keadby 3 project, leads all activity relating to the engineering and development of the proposed power station. has over 20 years power project experience and has spent 11 years working on SSE project developments including engineering lead for the Keadby 2 project.

Stakeholder Manager

is a Communications professional, with extensive experience of managing stakeholder engagement across SSE Thermal's assets in development, construction and operation. role involves liaising with numerous stakeholders, including local political representatives, the media and residents to ensure they are well informed, able to provide feedback on projects and have any questions or concerns listened to.

Stakeholder Manager

has worked for SSE for over 8 years and manages communications and stakeholder engagement for SSE Thermal projects in England and Wales. is leading the communications and engagement for the Keadby 3 development as well as the Keadby 2 construction project. Locally based, has first hand knowledge of the area in which the development is taking place.









AECOM **Project Director**

works for AECOM and leads the environmental assessment work to support Development Consent Order (DCO) applications for a number of power schemes like this Keadby 3 application, including the Net Zero Teesside CCS project. is based in Leeds and specialises in air quality impact assessments.



Project Manager

is an AECOM EIA Manager in the Environment and Planning team in the Leeds Office. has 20 years of EIA practice experience, including scoping and managing EIAs for developments throughout the UK within the manufacturing, power, waste, nuclear, land development and transportation sectors for a range of public and private sector clients.



EIA Coordination

is a Senior Environmental Consultant, with experience in a range of infrastructure projects in the UK. primary role is in Environmental Impact Assessment (EIA) coordination, where he regularly project manages technical inputs to large-scale planning applications. He has been the EIA coordinator on several high-profile projects across the power sector, including The Eggborough CCGT Project, which gained consent in 2018.



EIA Coordination

is a Senior Environmental Consultant with specific experience in the assessment, consenting and development of marine-based Nationally Significant Infrastructure Projects. has worked on several DCO applications within the power sector and has experience of consenting and EIA within the emerging Carbon Capture, Utilisation and Storage (CCUS) sector.

DWD Planning

is a chartered town planner with over 20 years' experience and has led the planning for power, renewables and other infrastructure including Keadby 2 CCGT, Ferrybridge Multifuel, and White Rose Carbon Capture and Storage Power Station. He leads on engagement with the local planning authority and Planning Inspectorate and will represent the project during its public examination.

Planning

is a chartered town planner and has worked on plans for power stations, battery storage and industrial projects including at Hatfield, South Humber Bank, Drax, and Ferrybridge and has fifteen years' experience. His role includes writing and carrying out the project's consultation strategy and applying the requirements of planning policy to the project design.







Ardent **Senior Land Referencer**

is a Senior Land Referencer at Ardent based in Leeds. has worked on an array of infrastructure projects, predominantly on transport and power plants, which include High Speed Two (HS2) and VPI Immingham OCGT. His primary roles on projects include land referencing, stakeholder engagement and survey access.





APPENDIX 11.7: STAGE 2 NOTICES AND LOCATIONS



THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise'

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises of land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares ('ha').

3. The Project Site also includes space required for water connection corridors, an electrical connection, waterborne transport off-loading area, indicative laydown area and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure and carbon and compression plant (CCP), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the **Proposed Power and Carbon Capture (PCC) Site**);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- Electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment);
- Water Connection Corridors including:

- A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option);
- In the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for the Proposed Development, an intake to provide cooling and make-up water from the River Trent (River Water Abstraction Option);
- Disposal of used cooling water to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- AGI for connection to third party CO₂ export infrastructure including compression facilities;
- permanent access to the Proposed Development Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;
- a new surface water drainage system comprising pond(s) and/ or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - site preparation works;
 - pipeline and cable connections between parts of the site;
 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - a permanent laydown and turnaround area for maintenance;
 - gatehouses, security and fencing; and
 - lighting.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

7. The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Information so far compiled about the Project's environmental impacts is contained in a Preliminary Environmental Information ('PEI') Report and summarised in a Non-Technical Summary. This document and other documents relating to the Project, including plans and maps showing the nature and location of the Project ('the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. This comprises a single website page, and the Consultation Documents will be labelled 'Stage 2 Consultation'.

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: <u>consultation@keadby3.co.uk</u>. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full Preliminary Environmental Impact Report (PEIR) which will be charged at a maximum of £200), or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via these methods.

10. Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Responding to this notice

11. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Feedback Form: at the Project Website (<u>https://www.ssethermal.com/keadby3</u>) or via <u>https://keadby3.consultation.ai/</u>

Email: <u>consultation@keadby3.co.uk</u>

Post: FREEPOST KEADBY 3

Telephone:Freephone 0800 211 8194. This is a voicemail based service and can be called24hrs.Please leave your name and a telephone number.

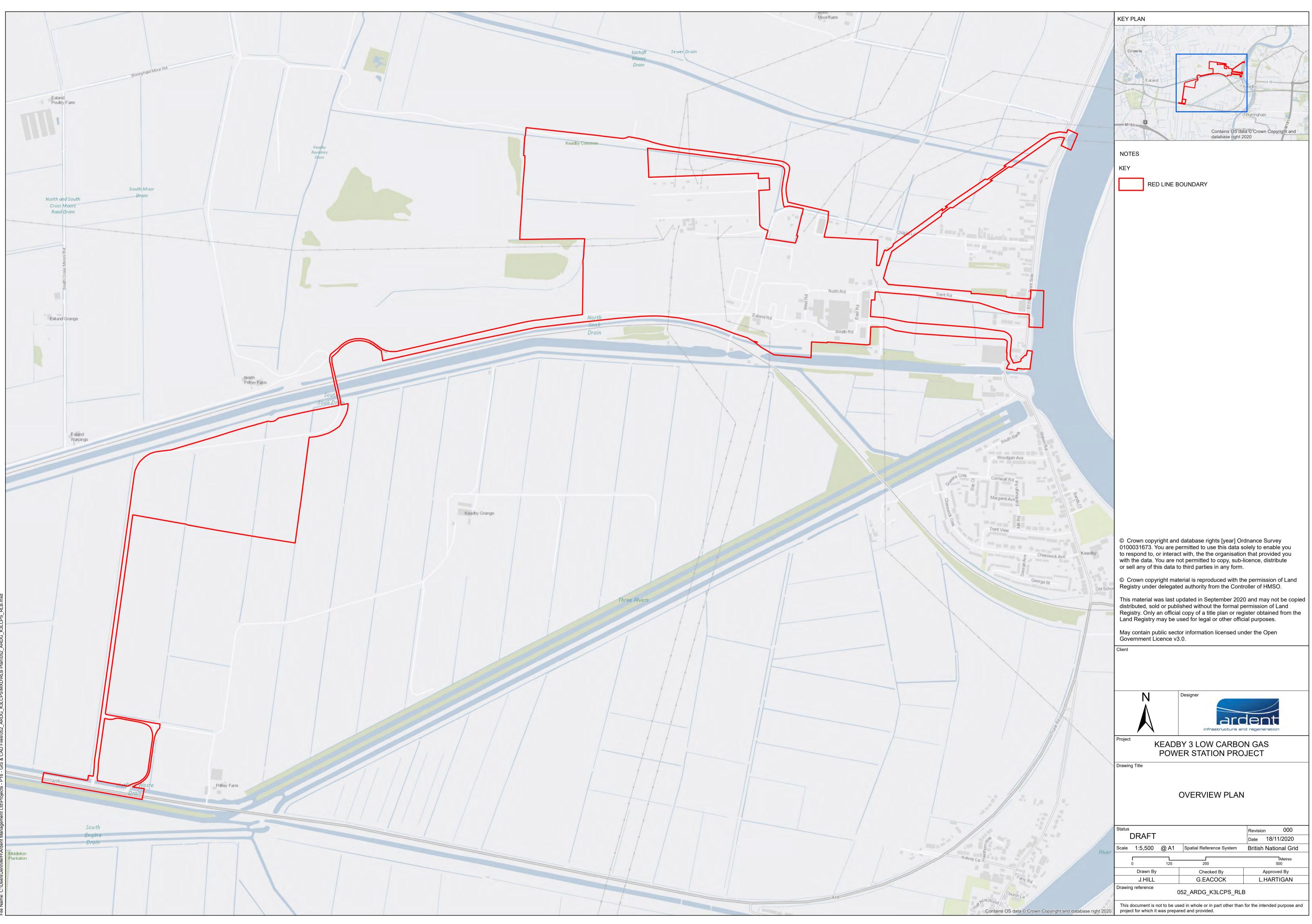
12. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

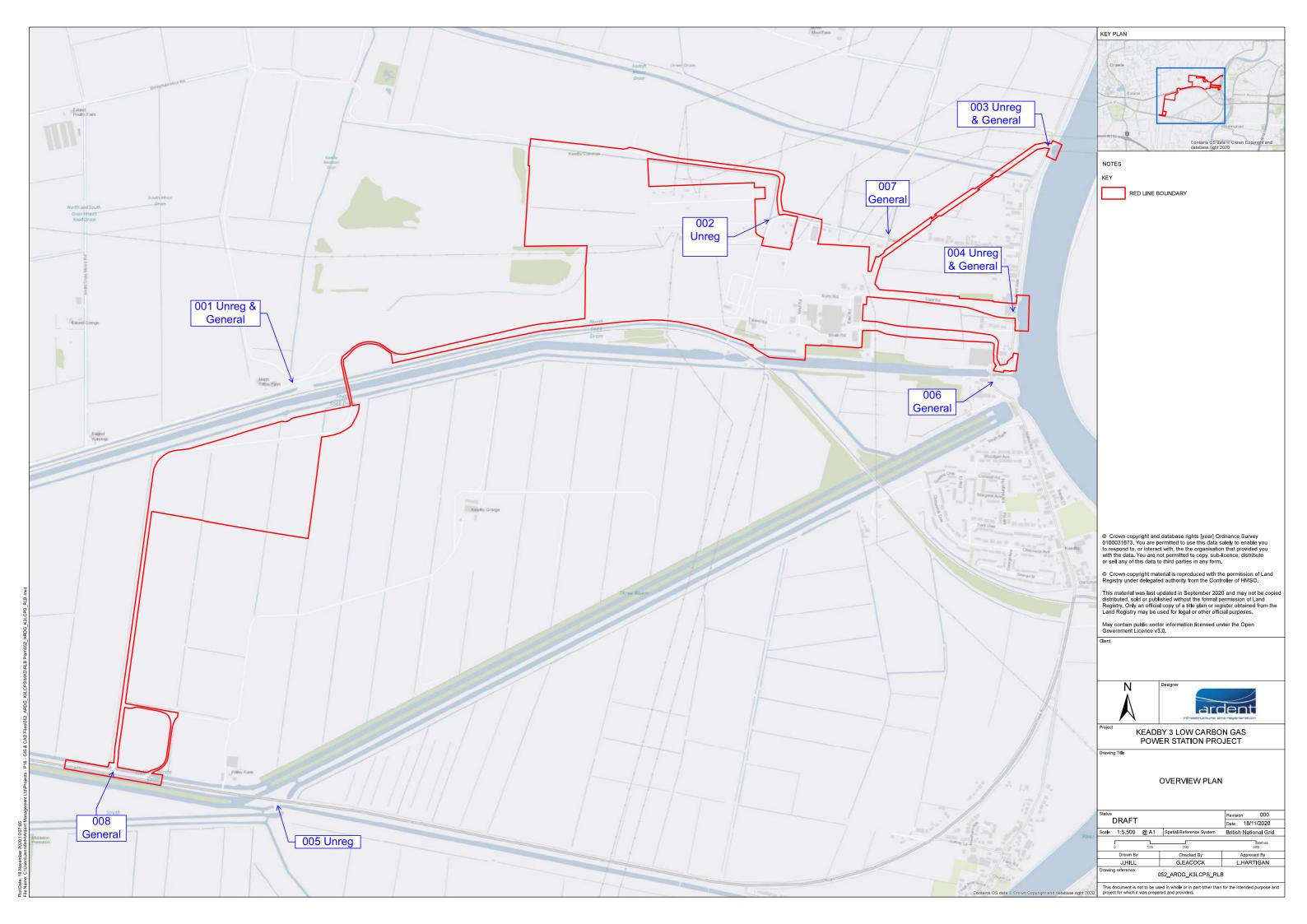
13. Please note that all comments and representations must be received by the Applicant **no later than 5pm on Wednesday 20**th **January 2021.**

14. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

SSE Generation Limited

November 2020







APPENDIX 11:8: STAGE 2 PRESS RELEASE

Press release for immediate issue

SSE Thermal seeking feedback on plans for UK's first CCS power station at Keadby 3

25 November 2020: SSE Thermal has today opened 'stage two' of its public consultation on its proposed Keadby 3 project in North Lincolnshire, which could become the UK's first power station equipped with carbon capture and storage (CCS) technology by the mid-2020s.

In line with its vision for a net-zero future, SSE Thermal has committed to only build power stations with a clear route to decarbonisation. SSE Thermal believes that low-carbon flexible thermal generation will be an essential part of the electricity generation mix in order to deliver security of supply through a renewables-led transition. With an electrical output of up to 910MW, Keadby 3 Power Station will use natural gas as its fuel and will be fitted with a carbon capture plant to remove the CO_2 from its emissions.

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

Keadby 3 will connect to the shared infrastructure being developed through the Zero Carbon Humber partnership to transport the captured CO_2 and store it offshore. The Zero Carbon Humber partnership is focused on using shared CCS and hydrogen infrastructure to decarbonise energy generation and heavy industry in the region, unlocking billions of pounds of investment in projects like Keadby 3 and creating and safeguarding thousands of local jobs.

Andrew Percy, MP for Brigg and Goole, said: "The Humber plays a crucial role in the UK's industrial heritage and I am encouraged to see plans to deliver new low-carbon infrastructure in the region, which can safeguard jobs and create a thriving future. Carbon capture and storage technology is a key part of the UK's strategy to achieve net-zero carbon emissions by 2050. I have been working with colleagues in the area to understand more about SSE Thermal's proposal for Keadby 3 and would encourage members of the local community to engage with the consultation process which is a key next step in the development of the project."

Stephen Wheeler, Managing Director of SSE Thermal, said: "As we transition to a net-zero future, it's essential we're decarbonising our flexible power generation to complement the rapid expansion of renewable energy on the system. Through carbon capture and storage technology, we can remove the emissions from gas-fired power stations, helping to ensure security of supply while delivering major regional investment and supporting high-quality jobs.

"As we look ahead to COP26 next year, the UK has a clear opportunity to take a leadership position on CCS, as it has with offshore wind, accelerating the shift to a net-zero economy. Projects like Keadby 3 can play a key role in driving a green economic recovery in industrial regions and ensuring a just transition for workers and communities."

Public Consultation and Exhibition Details

The 'stage two' public consultation for the Keadby 3 project will run from **25 November 2020** to **5pm on Wednesday 20 January 2021.**

Due to ongoing restrictions preventing face-to-face events, the SSE Thermal project team has created a virtual exhibition which can be found online at https://keadby3.consultation.ai/ The exhibition room has been designed to be accessed using all devices, including smartphones, tablets and desktop computers.

A series of live webinars will take place throughout the consultation period, giving community members and stakeholders the opportunity to learn more about the proposed development and ask questions directly to members of the project team. Further details can be found in the virtual exhibition room and on the project website: www.ssethermal.com/keadby3

ENDS

About SSE Thermal

SSE Thermal, part of the FTSE-listed SSE plc, is a leading developer, owner and operator of electricity generation and energy storage assets. Its portfolio includes five of the most flexible and efficient gas-fired power stations across the UK and Ireland. SSE Thermal's vision is to become the leading provider of flexible thermal energy in a net-zero world. As part of this ambition, it has a core focus on decarbonising its energy generation through emerging carbon capture and hydrogen solutions. Following its investment at Keadby 2, the company is in the early stages of developing Keadby 3, which could become the UK's first power station equipped with carbon capture and storage technology by the mid-2020s. Across the Group, SSE employs 12,000 people directly across the UK and Ireland and is proud to be a real Living Wage and Fair Tax Mark accredited company. For more, visit <u>www.ssethermal.com</u>.

For more information, please contact: SSE Media Team <u>media@sse.com</u> +44 (0) 345 0760 530.



APPENDIX 11.9: STAGE 2 ONLINE FEEDBACK FORM



(http://www.ssethermal.com/keadby3)

Keadby 3 - Stage 2 Consultation Survey Form

1. Which of our consultation methods have you used? Please tick all that apply.

- Read the newsletter
- Visited the virtual exhibition
- Attended a webinar delivered by the project team
- Visited the project website
- Left a message on the telephone line
- Requested a paper copy or USB stick of documents via the telephone line

2. Are you happy with the methods available and were you able to find the information you wanted?

50%



Local environment
Community
Visual appearance
Local employment and skills
Air quality
Safety
Property
Flood risk
Traffic

4. Do you have any comments about our design ideas for Keadby 3, or our idea of using the A18 entrance as the operational (staff) access for Keadby 3?

5. Please provide any comments you have on the proposals and information in our Consultation Documents (including the newsletter and the Preliminary Environmental Information Report and its Non Technical Summary).

6. Should you wish to receive occasional project updates, please enter your details below.

E-mail address

Post (full name and address)

Please enter your details here

Previous Page

Finish Survey

Save and Continue Later

Powered by



APPENDIX 11.10: STAGE 2 EXAMPLES OF EMAILS SENT TO LOCAL REPRESENTATIVES

From:	Fearon, Jade
То:	Garthorpe and Fockerby Parish Council
Subject:	Keadby 3 Low Carbon Power Station Project
Attachments:	image002.png

Dear Garthorpe and Fockerby Parish Council

Stage two consultation for the Keadby 3 low carbon power station project remains open until 5pm on Wednesday 20th January 2021.

A project newsletter, feedback form and freepost return has been sent to each property in the North Axholme Ward along with the villages of Burringham and Gunness. Our projects virtual exhibition can be accessed <u>here</u> – the project feedback survey can also be accessed as part of this. Alternatively feedback on the proposals can be provided via email to <u>consultation@keadby3.co.uk</u>

Following my email in November last year, I'd like to again offer a dedicated webinar meeting for members of your parish council. The webinar, which is offered for either 12th or 14th January at 2pm, will provide an opportunity to speak with members of the project team and ask any questions you may have about the project. If any of your members would like to participate in the webinar sessions please let me know via return email, I can then issue the appropriate link to join. If the proposed dates/times are not suitable please let me know and we can accommodate with some flexibility. In the meantime, if you have any further questions or would like more information on the proposed development please do not hesitate to contact me.

Kind regards Jade Fearon || Stakeholder Manager

SSE Thermal

Keadby Power Station Trentside Keadby, DN17 3EF

M: 07584 313526

ssethermal.com

From:	Fearon, Jade
To:	Garthorpe and Fockerby Parish Council
Subject:	Keadby 3 Power Station - Stage Two Consultation
Attachments:	image001.png PINS Handout.pdf 101120 SSE Keadby III AS print.pdf
	Keadby Newsletter r19.pdf Keadby Questionnaire r02.pdf

Dear Garthorpe and Fockerby Parish Council

Stage two consultation for the Keadby 3 low carbon power station project will commence on Wednesday 25th November and will remain open until 5pm on Wednesday 20th January 2021.

Please find attached the project consultation materials, including newsletter, feedback form and more information about the Zero Carbon Humber Partnership. This information has been distributed to each property in the projects 'inner' consultation zone which includes all of the Axholme North Ward along with the villages of Gunness and Burringham.

As locally elected representatives we would like to offer the opportunity for your members to attend a webinar presentation followed by questions and answer session hosted by the project team. We will host these meetings on Wednesday 2nd and Wednesday 9th December both from 6pm – these dates will be open only for Parish Council members in the local area to attend. If you would like to attend on of these meetings please let me know by Monday 30th November, I can then issue the relevant meeting invitation and joining instructions.

In addition to the above meetings, the project team will be hosting a series of Public Webinars on the following dates

- 1st December 1pm
- 3rd December 10am
- 7th December 3pm
- 9th December 10am
- 6th January 2021 1pm
- 8th January 2021 10am

Joining instructions for the public webinar sessions can be found in the consultation materials and also via our project virtual exhibition at <u>Keadby3.consultation.ai</u> (please note – the virtual exhibition will not open until Wednesday 25th November)

If you have any questions regarding the above information or would like to discuss the Keadby 3 project in more detail please do not hesitate to contact me directly.

Kind regards

Jade Fearon || Stakeholder Manager SSE Thermal Keadby Power Station Trentside Keadby, DN17 3EF



APPENDIX 11.11: STAGE 2 SSE THERMAL TWEETS



Our proposed Keadby 3 project could be the UK's first gas-fired power station equipped with carbon capture and storage (#CCS) technology by the mid-2020s, playing a key role in the transition to a #netzero carbon future!

000

BusinessLive Humber @HumberBizEd · Nov 25, 2020

Virtual planning process opens with formal consultation for cutting-edge carbon capture-ready 910MW Keadby Three power station: business-live.co.uk/economic-devel...



8:26 PM · Nov 25, 2020 · Twitter Web App

2 Likes			
Q	17	\heartsuit	<u>↑</u>



Cutting-edge CCS technology will be essential in the UK reaching #netzero. Our Keadby 3 project could become the UK's first CCS-equipped power station by the mid-2020s, offsetting around 1.5MT of CO2 and stimulating wider industrial decarbonisation through #ZeroCarbonHumber!

関 Alok Sharma 🥝 @AlokSharma_RDG · Dec 15, 2020 🛛

The UK has committed to removing CO2 equivalent of all the industrial emissions in the Humber region by 2030. #CarbonCapture research plants like this one at @ImperialCollege are working with industry to help us get there.

Our plan for clean energy 😒 gov.uk/government/pub...

11:46 AM · Dec 15, 2020 · Twitter Web App

1 Retweet 3 Likes

17

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100



Cutting-edge carbon capture technology will be vital in achieving #NetZero. @ssethermal's projects at Keadby 3 and Peterhead could become the UK's first CCSequipped power stations by the mid-2020s, powering a green industrial revolution #ClimateAction #TogetherForOurPlanet

000

Bept for BEIS @ Beisgovuk · Dec 17, 2020

What if we could stop CO2 emissions from ever reaching the atmosphere?

For some industries this is now possible. See how it works in 60 seconds

Find out what else we're doing to clean up our energy system: orlo.uk /EnergyWhitePap...

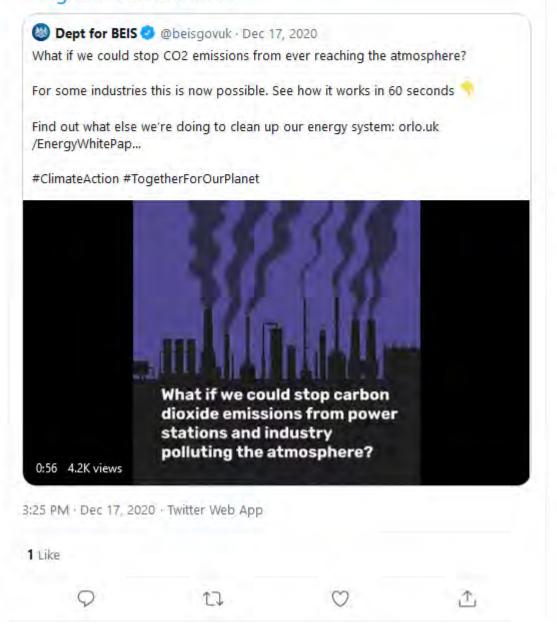
#ClimateAction #TogetherForOurPlanet





Carbon capture and storage has a key role to play in the UK's transition to #NetZero and SSE Thermal is ready to lead the way with plans for the UK's first CCSequipped power stations at Keadby 3 in the Humber and Peterhead in Scotland! #ClimateAction #TogetherForOurPlanet

300





Great news to kick off the New Year! We're working with our partners in @ZC_Humber to decarbonise the Humber region, with plans to develop the UK's first CCS-equipped power station at Keadby, North Lincolnshire. #zerocarbonhumber #netzero #carboncapture

0.0-0

🕮 BusinessLive Humber @HumberBizEd · Jan 4

Roadmap for Humber to lead to world to Net Zero backed by @beisgovuk - £1.7m fund for cluster plan to be developed to place Energy Estuary at the forefront of industrial decarbonisation: business-live.co.uk/economic-devel... #humber #netzero



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APPENDIX 11.12: STAGE 2 WEBSITE ANALYTICS



APPENDIX 11.12A: PROJECT WEBSITE ANALYTICS

Keadby 3

25 Nov 2020 - 20 Jan 2021

All Users 100.00% Sessions

PDF Downloads

Event Label	Total Events	Unique Events
https://www.ssethermal.com/media/rajje1gd/peir-non-technical-summary.pdf	17	15
https://www.ssethermal.com/media/mbglknrr/peir-chapter-4-the-proposed-develop ment.pdf	12	10
https://www.ssethermal.com/media/jm3fmlq3/peir-appendix-8b-air-quality-operati on.pdf	8	8
https://www.ssethermal.com/media/fqknmnqz/peir-chapter-8-air-quality.pdf	7	7
https://www.ssethermal.com/media/k21p0u2z/keadby-newsletter.pdf	7	7
https://www.ssethermal.com/media/vvzlmrkh/zerocarbonhumber.pdf	6	6
https://www.ssethermal.com/media/bbgmkba3/k3-information-banners.pdf	5	2
https://www.ssethermal.com/media/shmdnbud/peir-chapter-19-cumulative-and-co mbined-effects.pdf	5	5
https://www.ssethermal.com/media/inbp0ynn/peir-appendix-8a-air-quality-constru ction.pdf	4	4
https://www.ssethermal.com/media/tlnpegkq/keadby-final-boards-reduced-file-siz e-2020-11-25.pdf	4	4

Device Category	Page Views
desktop	523
mobile	178
tablet	76

Where Visitors Originated From

Device

Source	Page Views
google	358
(direct)	160
bing	100
sse.com	75
zerocarbonhumber.co.uk	24
m.facebook.com	18
www-gpfans-com.cdn.ampproject.org	5
linkedin.com	4
nortonsafe.search.ask.com	4
eeuk.alytics.com	3

City	Page Views
Page Views by City	
00:02:22 Avg for View: 00:01:07 (111.44%)	Million alle
Average Time On Page	
777 % of Total: 9.20% (8,449)	human
Total Page Views	

City	Views
London	142
(not set)	62
Scunthorpe	42
Bristol	32
Halesowen	31
St Albans	22
Glasgow	21
Grimsby	17
Rotherham	15
Dublin	15

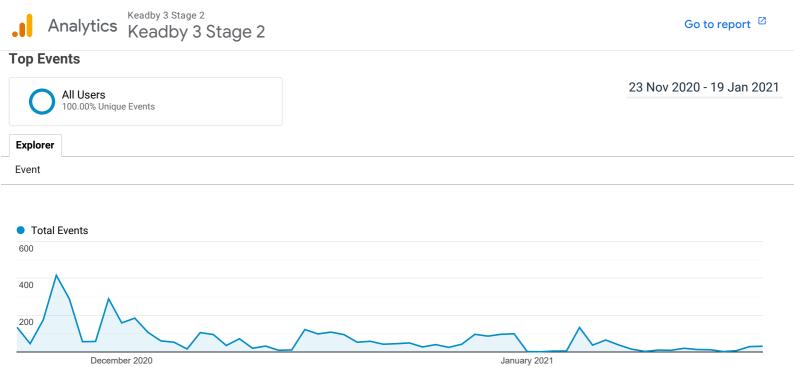
© 2021 Google



APPENDIX 11.12B: VIRTUAL EXHIBITION ANALYTICS



	City	Users	% Users
1.	Scunthorpe	268	18.82%
2.	(not set)	131	9.20%
3.	London	131	9.20%
4.	Rotherham	95	6.67%
5.	Sheffield	72	5.06%
6.	Hatfield	48	3.37%
7.	Goole	42	2.95%
8.	Leeds	32	2.25%
9.	Doncaster	28	1.97%
1(. Barton-upon-Humber	27	1.90%



•					
Eve	nt Action	Total Events	Unique Events	Event Value	Avg. Value
		4,034 % of Total: 100.00% (4,034)	2,608 % of Total: 100.00% (2,608)	0 % of Total: 0.00% (0)	0.00 Avg for View: 0.00 (0.00%)
1.	2. What is Keadby 3?	618 (15.32%)	305 (11.69%)	0 (0.00%)	0.00
2.	3. Project Components	468 (11.60%)	251 (9.62%)	0 (0.00%)	0.00
3.	1. Welcome	459 (11.38%)	276 (10.58%)	0 (0.00%)	0.00
4.	7. Further information and Next Steps	346 (8.58%)	197 (7.55%)	0 (0.00%)	0.00
5.	4. What has changed since your Stage 1 Consultation?	339 (8.40%)	215 (8.24%)	0 (0.00%)	0.00
6.	5. Construction	335 (8.30%)	219 (8.40%)	0 (0.00%)	0.00
7.	6. Design	322 (7.98%)	201 (7.71%)	0 (0.00%)	0.00
8.	8. Meet the Team	311 (7.71%)	208 (7.98%)	0 (0.00%)	0.00
9.	Indicative DCO Site Location Plan	205 (5.08%)	182 (6.98%)	0 (0.00%)	0.00
10.	View Live Webinars	117 (2.90%)	95 (3.64%)	0 (0.00%)	0.00
11.	Welcome from Jade Fearon	110 (2.73%)	95 (3.64%)	0 (0.00%)	0.00
12.	Keadby 3 Drone Video Visualization	102 (2.53%)	89 (3.41%)	0 (0.00%)	0.00
13.	Indicative appearance of Keadby 3 in the context of Keadby 2 and the Keadby Windfarm	82 (2.03%)	69 (2.65%)	0 (0.00%)	0.00
14.	Project FAQs	79 (1.96%)	71 (2.72%)	0 (0.00%)	0.00
15.	Site Layout	56 (1.39%)	54 (2.07%)	0 (0.00%)	0.00
16.	Zero Carbon Humber Leaflet	44 (1.09%)	42 (1.61%)	0 (0.00%)	0.00
17.	Statement of Community Consultation	33 (0.82%)	31 (1.19%)	0 (0.00%)	0.00
18.	PEIR Non-technical Summary	5 (0.12%)	5 (0.19%)	0 (0.00%)	0.00
19.	Drone Video Visualization	3 (0.07%)	3 (0.12%)	0 (0.00%)	0.00



APPENDIX 12.1: S48 NOTICE

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise'

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises of land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares ('ha').

3. The Project Site also includes space required for water connection corridors, an electrical connection, waterborne transport off-loading area, indicative laydown area and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure and carbon and compression plant (CCP), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the **Proposed Power and Carbon Capture (PCC) Site**);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- Electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment);
- Water Connection Corridors including:

- A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option);
- In the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for the Proposed Development, an intake to provide cooling and make-up water from the River Trent (River Water Abstraction Option);
- Disposal of used cooling water to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- AGI for connection to third party CO₂ export infrastructure including compression facilities;
- permanent access to the Proposed Development Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;
- a new surface water drainage system comprising pond(s) and/ or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - site preparation works;
 - pipeline and cable connections between parts of the site;
 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - a permanent laydown and turnaround area for maintenance;
 - gatehouses, security and fencing; and
 - lighting.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

7. The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Information so far compiled about the Project's environmental impacts is contained in a Preliminary Environmental Information ('PEI') Report and summarised in a Non-Technical Summary. This document and other documents relating to the Project, including plans and maps showing the nature and location of the Project ('the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. This comprises a single website page, and the Consultation Documents will be labelled 'Stage 2 Consultation'.

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: <u>consultation@keadby3.co.uk</u>. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full Preliminary Environmental Impact Report (PEIR) which will be charged at a maximum of £200), or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via these methods.

10. Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Responding to this notice

11. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Feedback Form: at the Project Website (<u>https://www.ssethermal.com/keadby3</u>) or via <u>https://keadby3.consultation.ai/</u>

Email: <u>consultation@keadby3.co.uk</u>

Post: FREEPOST KEADBY 3

Telephone:Freephone 0800 211 8194. This is a voicemail based service and can be called24hrs.Please leave your name and a telephone number.

12. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

13. Please note that all comments and representations must be received by the Applicant **no later than 5pm on Wednesday 20th January 2021.**

14. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

SSE Generation Limited

November 2020



APPENDIX 12.2: S48 NOTICE AS PUBLISHED IN NEWSPAPERS



THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT The Planning Act 2008 - Section 48 'Duty to publicise

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13

Notice of Proposed Application for a Development Conserving Flags of the Keadby 3 Low Carbon Gas Power Station Project
 Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No 1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, Intends to submit an application (the
 Proposed Application is the construction and maintenance of a low carbon Continued Cycle Gas Turbine (COGT) power station with a speciation with a speciation and maintenance of a low carbon Continued Cycle Gas Turbine (COGT) power stations with a carbon Continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon continued Cycle Gas Turbine (COGT) power stations with a carbon carbon continued Cycle Gas Turbine (CoGT) power stations with a carbon carbon continued Cycle Gas Turbine (CoGT) power stations with a carbon ca

he Project will comprise a low carbon gas fired power station with a gross electrical output capacity or the control of the station and the project will compression plant (CCP), including compression equipment and associated utilities, various, plant water treatment, firefighting equipment, emergency development and carbon capacity or the control of the station and compression plant (CCP), including compression equipment and associated utilities, various, auxiliaries, services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capacity (PC) Station and the Proposed PCC Site including and boxe ground installation (AGI) for both National Grid Gas's appreciation and form the existing National Grid Gas's paper entities and the Proposed Power and factor Carbon Carbon (Potential Electrical Connection Power) for supply of power to the Proposed PCC Site during start-up plant and equipment); "Weter Connection Corridors including:

A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water "slight to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option); In the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provident of water for the Proposed Development, an intake to provide cooling and make-up water from the River Trent (River Water Abstraction Option); Disposal of used cooling water to the River Trent (Water Discharge Corridor); towns water connection pipeline from existing water supply within the Keadby Power Station for polable water;

*AGI for connection to third party CO 2 export Infrastructure including compression facilities; * permanent access to the Proposed Development Site from A18 and means of permanent emergency access va Chapel Lane, including improvement works to existing routes; * a new surface water drainage system comprising porid(s) and/ or a tank or similar, including contractor ballies and parking; temporary retention, improvement and use of an existing Waterborne Transport Officialing Area and Additional Abnormal Indivisible Load (ALL) Route; site preparation works; pipeline and cable connections between parts of the sate; landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths; a permanent laydown and furmaround area for maintenance; gatehouses, security and fencing; and lighting.

 Isydown and furnaround area for maintenance; gatehouses, security and fencing; and lighting.

 5. The DCO will also seek, if required, the compulsory acquisition of and and/or rights in, on, under or ower lard rotuined for the Project and the temporary occupation of land for the Project.

 6. Other powers that the DCO would seek, if required, include the estinguishment and/or overriding of easaments and other rights over or affecting land required for the Project.
 The application and/or disapplication of legislation relevant to the Project.

 7. The Applicant has notified the SoS in writing under Regulations (1)(6) of The Infrastructure Planning (Environment legislation part of the Project and headperov remover) shoping under Regulations (1)(6) of The Infrastructure Planning (Environment legislation Documents) in all infrastructure Planning (Environment legislation notified to provide an Environmental Statement (ES) in normal and the Project is therefore 'EIA development' for the purposes of the EIA Regulators and ne Swith (Project The Project and headperov removers) and anter and location of the Project (the Consultation Documets) in all infrastructure Planning (Environmental Impact Assessment) Regulations (2) Hall November 2020 to Spm on Wednesday 20 th January 2021. This comprises a single webste page, and the Project (The Project Semi-onnental Impact is consultation Bocumets) in a valuable to view or download free of charge from thips://www.sethermal.com/keadby3 (the Project Website') from the Project Semi-onnental Impact is consultation Bocumets' at the Consultation Documets', and the subject to us will be ableted 'Stage 2. Consultation.

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Post: FREEPOST KEADBY 3 Telephone: Freephone 0500 211 8194. This is a voicemail based service and can be called 24hrs. Please lave your rane and a telephone number. Telephone: Freephone 0500 211 8194. This is a voicemail based service and can be called 24hrs. Please lave your rane and a telephone number. 12. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and covies may te made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authomies so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, by Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we all equilation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website. 13. Please note that all comments and representations must be received by the Applicant to later than 5pn or Wednesdy 20 th January 2021. 14. If you would like any further information in respect of this notice or the Project, please contact the Applicant using on of the contact methods set out above. SSE Generation Limited November 2020

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

ator of the ste Plan Roll

1 April 2021

PUBLIC NOTICE

EASTERN INSHORE FISHERIES AND CONSERVATION AUTHORITY (IFCA)

Section 155 & 156 Marine and Coastal Access Act 2009

Section 155 & 156 Marine and Coastal Access Act 2009 Pursuant to the above Act, Eastern IFCA Intends to apply to the Secretary of State for the Department for Environment, Food and Rural Affairs for the confirmation of the Wash Cockle and Mussel Byelaw 2021

The intention of the byelaw is to replace the Wash Fishery Order 1992 to manage the cockle and mussel fisheries in The Wash in accordance with the associated fisheries management plans, to ensure sustainable fisheries which do not impact on the marine protected areas of The Wash and support a viable industry.

The byelaw applies to cockle and mussel fisheries in The Wash and includes the following provisions:

Requirement to have a permit to fish including a permit fee.

Ability for the Authority to limit and manage access to the fisheries, including through issuing, varying, or revoking eligibility criteria.

 Requirement for fishing gear used to be certified by the Authority. · Cancellation of a permit where a relevant offence results in the conviction by a court.

 The ability for the Authority to issue, vary or revoke flexible permit conditions.

 The ability to open and close fisheries or parts of fisheries and to set operating times for a fishery.

Requirement for catch returns and a prohibition on fishing where such are in arrears.

 Amendments to the 'Minimum Sizes Byelaw 2019', the 'Closed Areas Byelaw 2020' and 'Byelaw 3: molluscan methods of fishing'.

Revocation of 'Byelaw 4: mussels (Mytilus edulis) - minimum size' Requirement for the Authority to undertake consultation and to consider the impacts of issuing, varying, or revoking flexible management measures.

 Other technical measures including: a vessel length restriction, daily catch restrictions, mussel dredge restrictions, a requirement to replace catch rejected through sorting, prohibition on transhipping, a requirement to land cockles, a dual fishing prohibition, requirement to use bags of a specified dimension to store catch, requirements on the practice of 'prop-washing' and a restriction on carrying or towing vessel tenders.

The byelaw includes an exemption in relation to limited removal for personal consumption and in relation to the le Strange Estate.

The full text of the byelaw, associated impact assessment and further information can be inspected at, or obtained from:

Eastern IFCA: 6 North Lynn Business Village, Bergen Way, King's Lynn, PE30 2JG. Tel: 01553 775321; email: mail@eastern-lfca.gov.uk; website: www. eastern-lfca.gov.uk.

Any person wishing to comment, support or object to the byelaw must do so in writing before 12pm on the 3rd of May 2021, to the CEO of Eastern IFCA at the above address and send a copy to

Marine Conservation and Enforcement Team, Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle-Upon-Tyne, NE4 7HY

Email: IFCA byelaws@marinemanagement.org.uk





PUBLIC NOTICE OIKOS **OIKOS MARINE & SOUTH SIDE DEVELOPMENT** EC SECTION 48 OF THE PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 inshore Fisheries and NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that OIKOS STORAGE LIMITED ("Olixos") of HOLE HAVEN WHARF, HAVEN ROAD, CANVEY ISLAND, ESSEX, SS8 ONR Intends to make an application to the Secretary of State for Transport under section 37 of the Planning Act 2008 ("the 2008 Act") for a Development Consent Order ("DCO") to redevelop part of its Cenvey Island bulk liquid storage facility. If constructed, the development, known as the Okos Marine & South Side Development ("OMSSD"), will be located within the administrative boundaries of Castle Point Borough Council and Essex County Council.

The proposed development consists of:	 Additional road loading facilities; together with
 The installation of additional marine loading and unloading infrastructure on two of the facility's 	 Related works including: New operational infrastructure;
existing jetties; The construction of new bulk liquid storage tanks	 A new workshop; An office extension;
within the southern part of the facility nearest to the river;	 On-site landsceping; Off-site ecological improvements; and
 A cepitel dredge; 	- Increased perking within the facility.

The OMSSD project constitutes an Environmental Impact Assessment "EIA" development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Olicos is, therefore, regulard to undertake an Environmental Impact Assessment and will be submitting an Environmental Statement as part of its application for a DCD

A Preliminary Environmental Information Report ("PEIR") has been prepared on a topic by topic basis which considers the likely impact of the OMSSD project during both construction and operation. The PEIR and related consultation documents will be available to view and download from Tuesday 6th April 2021 on the OMSSD consultation website at: www.olkos.co.uk/omsed/consultation. It is anticipated that the DCD application will submitted later this year

In accordance with the 2008 Act, Olkos is running a formal consultation on the OMSSD project between Tuesday 6th April and 11:59pm on Tuesday 18th May 2021

Due to Covid-19 restrictions, the consultation will be held 'virtually' using an online virtual exhibition room which can be accessed from Tuesday 6th April 2021 via www.consultationspace.com/Olkos-DMSSD. We will also be holding four online webiners including Q&A sessions during the consultation period, as follows:

6 pm - 9 pm 8 sm - 11 sm



To register to attend any of the above sessions please visit www.olkos.co.uk/omsed/consultation.

If you have guestions about the OMSSD including the consultation process or wish to request copies of the consultation documents please contect us by email: oikos@communityrelations.co.uk or by calling us on Freephone: 0800 206 2583.

All of the consultation documents, plans and maps showing the nature and location of the proposed DMSSD and a feedback guestionnaire will be available to view and download free of charge from Tuesday 6th April 2021 via the OMSSD website at:

All the documents will be made evaluable for inspection until 11:59pm on Tuesday 18th May 2021. Printed copies of all of the documents and consultation materials can be provided on request using the contact details below or by calling us on Freephone: 0800 205 2583. Please note there may be a reasonable copying charge for certain documents of up to 2300.

You can submit your views on the OMSSD project by:

- Completing the online feedback questionnaire at: www.olkos.co.uk/omsed/consultation or www.consultationspece.com/Olkos-DMSSD Emailing us at: olkos@communityvelations.co.uk
- Writing to us at the following address: OIKOS FREEPOST (please note this must be written in capitals and no stamp is required) Requesting a hard copy of the feedback guestionnaire to be sent to you in the post, and returning it via freepost to: DIKOS FREEPOST (must be written in cepitels and no stamp is required)

All responses must be received by us in writing before 11.59pm on Tuesday 18th May 2021. Responses received after that time may not be considered More information about the OMSSD project and the consultation can be found at: www.oikos.co.uk/omssd



PUBLIC NOTICE

1April 2021

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise' The infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended) The infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13 Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that Keadby Power Station, Trentside, Keadby, Scunthorpe, United Kingdom, DN17 3EF, Intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the Keadby 3 Low Carbon Gas Power Station Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares ('ha'). 3. The Project Site also includes space required for water, gas and electrical connection corridors, waterborne transport off-loading area, construction laydown areas and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

- 4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including.
- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auditaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of electricity;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of electricity at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:
- underground and/or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option); - In the event that the canal abstraction option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
- Works to and use of an existing outfail and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor). towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - -compressor station; and
 - National Grid above ground infrastructure compound:
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal indivisible Load Route:
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
- associated development including:
- surface water drainage systems;
- -pipeline and cable connections between parts of the site:
- 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 preparation works including clearance, earthworks, works to protect buildings and land, and utility connections: - accesses, roads, roadways and vehicle and cycle parking;
- -pedestrian and cycle routes; and
- permanent laydown and turnaround areas for maintenance.
- 5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project: tree and hedgerow removal; the temporary stopping up or diversion of public rights of way 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.

7. The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application. 8. Documents relating to the Project, including a Preliminary Environmental information Report (PEIR') and an addendum document describing changes made to the Project since the issue of the PEIR in November 2020 ('Preliminary Information Report Addendum') together with plans and maps showing the nature and location of the Project (together the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 24th March 2021 to Saturday 1st May 2021. This comprises a single website page, and the Consultation Documents will be labelled "Publicity of Draft Application".

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: consultation@keadby3.co.uk. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered 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 £200) or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via this method. 10. Due to the ongoing national restrictions to limit the spread of coronavirus we are not depositing copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. 11. Since the Section 48 notice in November 2020 SSE pic as the parent company of the then applicant, SSE Generation Limited, has carried out an internal restructuring and the application will be made by Keadby Generation Limited a wholly owned subsidiary of SSE pic.

Responding to this notice

12. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways: Email: consultation@keadby3.co.uk

Post: FREEPOST KEADBY 3 (Please include your name and a postal or e-mail address)

Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number. The provide receiption to doub 211 or 194. This is a volceman based service and cannot 24115. Presented your name and a deephote transmisse. The provide provide the provide 14. Please note that all comments and representations must be received by the Applicant no later than Saturday 1 May 2021. 15. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

Keadby Constation Limited March 2021



Daily Briefing Leading maritime commerce since 1734

LEAD STORY:

Time to chase the devil from the IMO

Shipping's proposed \$5bn research fund endures IMO scrutiny

ANALYSIS: Post-Brexit freight trade set for bumpy ride

MARKETS: European container freight rates continue upward surge

Forwarders call for action on detention and demurrage

IN OTHER NEWS: Golar LNG and BV team up on floating ammonia research

IMO approves HFO ban in the Arctic Sea

Rainmaking conquers start-up challenge in Singapore

Hafnia sees consolidation as future of product tanker market

Zhuhai completes \$270m buyout of rival port

Avenir LNG chief executive resigns

DSIC wins shuttle tanker order from Chinese owner

Time to chase the devil from the IMO



"AN IMPORTANT MILESTONE along the road to 100% decarbonisation," was the impressively non-committal rallying cry emanating from the International Maritime Organization's digital incarnation this week.

A diluted, tepid brew of short-term efficiency measures was served up with the promise of carbon-free jam tomorrow, but it was a compromise that only united the fragmented positions in disappointment.

Such is nature of consensus politics you may argue, and the fact that the meeting happened at all is minor diplomatic miracle given the pandemic-fuelled constraints.

But 'better than nothing', was not the headline takeaway shipping needed given the pressure of public opinion regarding climate change and the general feeling that the IMO's efforts are being overtaken by cargo- and finance-led initiatives along with regional emissions schemes.

This week's debate has rather exposed the intractable nature of the task in hand and raised some worrying signals for the big debates yet to come.

The reality is that regional regulatory fragmentation is now inevitable to some degree.

The European Commission and the European Parliament's ongoing efforts to include shipping in the European Union's carbon market and force emissions cuts on ships calling at European ports will in no way be derailed by lacklustre operational measures that fail to put shipping in line with the Paris Agreement.

Nobody was working under the misapprehension that slapping a carbon efficiency ship rating sticker on the hull of a kamsarmax was going to be enough to make the European Parliament think twice about its planned incursion into IMO's carbon reduction mandate.

But those moderates looking for evidence that a global plan with teeth is achievable down the line will be struggling with the implications of this week's debate.

Those with long enough memories to recall the tense scenes within the IMO seven years ago will well understand that the next step in the regulatory debate will make the current operational efficiency discussions look like a pleasant distraction.

At that point the agency's Marine Environment Protection Committee was divided down geopolitical lines over so-called market-based measures (MBMs) that pitched developed and developing world nations into a fundamental debate over who foots the bill for climate change. The world has moved on, but the IMO has revealed itself to be similarly stuck, split and unwilling to agree on re-opening the debate.

Let's be clear, agreeing on the MBMs, as the IMO jargonistas have dubbed them, will not be easy or quick. The needs of and implications of developing, small islands, and least developed countries will have to be considered and developed countries will be obliged to help them out in this costly endeavour.

This is politics beyond shipping, but this is exactly why delaying the launch of a very complex negotiation will only make it more painful when it inevitably comes, subject to more external pressure and likely devoid of the necessary time needed to take into account all considerations.

If those arguing that the value of this week's uninspiring compromise is that it allows IMO and its member states to get on with the more critical work of catalysing the full decarbonisation of the shipping sector, then they should do so and stop delaying the inevitable.

We always knew the devil was going to be in the detail. It's time to face him head on.

Shipping's proposed \$5bn research fund endures IMO scrutiny

SHIPPING's proposal for a \$5bn decarbonisation research and development fund has been met with scepticism by governments meeting this week at the International Maritime Organization.

In its first talks about the idea, the IMO Marine Environment Protection Committee gave the proposal its political baptism of fire on Thursday, inserting it into the broader struggle over the development of more measures to slash greenhouse gas emissions.

Backed by eight of the biggest industry associations, the proposal seeks to impose a mandatory levy of \$2 per tonne of fuel consumed by ships to fund R&D projects by raising an estimated \$500m annually and \$5bn over 10 years.

The funds would be administered by an autonomous organisation, to be called the International Maritime Research and Development Board (IMRB). The eight groups hope to have the organisation up and running by 2023. Delegates to the virtual MEPC generally welcomed the creation of the board, at least in principle, with some asking more questions than others. Many identified shortcomings, ambiguities and potential complications as well as promising elements.

Though the concerns were various and oftentimes very specific to a country's perspective, the structure and governance of the proposed board was a recurring theme.

The industry groups have sought to create an apolitical body in the new non-governmental organisation that will administer funds based on the R&D projects' merit. That puts what would be \$500m in annual revenues out of the IMO governments' reach.

Countries questioned how an autonomous IMRB would operate from a legal perspective and in practice. Some asked whether there was even a need for the creation of an independent body. Others also raised issues around intellectual property rights of the technologies that IMRB projects might create, while some emphasised that the goals of the organisation may need to be more clearly defined

Many countries also advocated that a portion of the revenues be set aside to support small island developing states and least developed countries.

The feature that attracted the greatest scrutiny though, was the mandatory nature of the \$2 per tonne of fuel levy.

Greece was one of the most supportive governments of the IMRB arguing the fund helps deliver a global set up that will ensure a level playing field in international shipping.

"We favour mandatory contribution per tonne of fuel purchased because it incentivises fuel optimisation of existing fleet, it avoids connotation with double or triple taxation of activities and it is by far more equitable for a cyclical industry as it directly relates with the actual operation of the ship," the Greek delegation said.

Japan also welcomed the proposal, urging IMO member states to start work on its finalisation.

Malta said the proposal was "commendable," though called for some clarifications.

Since unveiling the proposal at the end of 2019, sponsors have at various times sought to make clear that this is not intended to be a market-based measure that will penalise fuel oil use but rather an R&D funding exercise, though it could offer some of the architecture for such a measure in the future.

The widespread acknowledgement that a \$2 levy is insufficient to stimulate a move away from fossil fuels or create demand for alternatives supports the claim.

Market-based measures remain a highly controversial subject for the IMO and just a day earlier countries at MEPC showed sharp divisions in their willingness to even begin of considering them as a tool to cut emissions.

Thursday's debate conveyed that while understanding and recognising the intention and theoretical difference, some governments do not see much material difference or believe the two issues are very closely linked. Finland said the contribution should be raised from the proposed \$2 per tonne of fuel given the financial requirements of decarbonisation.

China, on the other hand, said the proposal was not mature enough in its current form. The development of zero emissions fuels is a commercial matter and the IMO's priority should be ensuring all countries benefit from technological advancement, it said.

Other European Union countries were generally supportive of the proposal, with some raising questions about the governance and the fund's exact goals.

Several EU countries and some non-EU countries, however, insisted that the proposal be considered in the context of mid- and long-term measures, in a redux of Wednesday's talks on market-based measures, which they want to begin immediately.

"We believe the discussion on this proposal needs to be linked to the broader discussion of the next package of measures... and with an eye on the mid- and long-term measures," Norway said.

This effort to bundle the IMRB in a broader discussion is an effort to accelerate the consideration of the mid to long term measures, which include MBMs.

But like the contentious debate on market-based measures, other governments took greater issue with the mandatory nature of the \$2 per tonne payment, many of them tying it to potential impacts on states.

The US said while it was still considering the proposal, it has substantial concerns about the mandatory levy and cannot support such funding obligation through the IMO. Alternative funding options are needed for the proposal to move forward.

Brazil, one of the countries that had been opposed to starting market-based measure talks, did acknowledge the \$5bn fund sponsors' intention for the measure not to be market based.

"However, it is our belief and concern that in practice this charge will act a de facto carbon tax, thus penalising shipowners especially those who operate in remote areas far from their destination markets," its delegation said. Argentina and Chile also made similar points on the implications of the levy especially for distant countries.

The United Arab Emirates said any market-based proposal should be discussed with other mid- and long-term measures. It supported the establishment of an IMRB but with a voluntary levy.

India further claimed that the mandatory levy could hamper the shipping industry and even make it potentially uncompetitive compared to others.

Russia warned that mandatory levies would be disadvantageous for shipowners with longer haul

voyages or operating in regions where weather conditions or presence of ice mean higher fuel consumption.

Russia's delegation also said it would be unable to support the mandatory payment if questions about "fair and equal access" to the technology emerging from the IMRB were not addressed.

The deliberations will continue with new proposals on the idea expected to come next year ahead of the next MEPC in June 2021.

If this week is any indication to go by, they will last well beyond that.

ANALYSIS

Post-Brexit freight trade set for bumpy ride

WITH the end of the UK's transition period from European Union trade rules set to end on December 31, there remains a significant lack of preparedness on the part of the trading community regarding the post-Brexit business landscape and the implementation of the systems that will be needed.

That's the view of Peter MacSwiney, chairman of Agency Sector Management, the UK customs clearance solutions provider, and co-chair of the UK's Joint Customs Consultative Committee Brexit group.

In February, the customs technology specialist urged businesses "to get the right software in place, or if you have the software, it might be that you need to get the automation in place to deal with the increased volume of (customs) entries that is predicted. It won't be easy; let's get on with it, and we need to start now".

Nine months on, Mr MacSwiney said that his call has gone largely unheeded.

"We've been totally underwhelmed by users wanting additional automation," he said. "And while we have a significant number of companies who have never done customs before asking us for a solution, the overall level of preparedness and readiness I have to say is poor.

"There seems to be no middle ground; we have users who are prepared and those who aren't. It seems that the majority are waiting to see what happens." He said businesses have furloughed staff and the pandemic has made them nervous about spending money on computer equipment, software and recruiting additional staff.

He also pointed to the impact of several no-deal Brexit deadlines without any resolution, saying a certain weariness has set in which has fostered a "wait and see" outlook. This, he says, has led to preparations being put on hold until it becomes clear what is going to happen.

Mr MacSwiney expressed surprise at the result of a Lloyd's List/Lloyd's Loading List poll taken at a recent Brexit and Beyond webinar, which revealed that 45% of participants planned to handle customs declarations in-house, with 55% opting to outsource the function to a customs broker or forwarder.

"I'd like to know what the 45% think they are going have to do," he said. "We've had people apply for software and when we've explained to them what was required, they were taken aback. In an age where there is the assumption that we can do everything ourselves online — such as booking a flight — it has perhaps been a case of: 'what can be hard about a customs entry'? Isn't it just filling out a form?' The truth is there has been something of a rude awakening for many firms.

"Most of our users seem to be comfortable with the prospect of higher levels of business with existing customers as a result of the introduction of customs declarations. Where there is a degree of anxiety on their part is in taking on business from unknown customers whose preparations for the posttransitional period may be inadequate.

"We have a situation where a good many trading companies, even at this late stage, continue to underestimate the changes that lie ahead and are unclear on who has responsibility for what — be it the payment of duties and VAT. It is an absolute minefield and I think some forwarders are worried they could be left carrying the can if compliance is not respected."

ASM has informed the UK tax authority that it would not be offering or supporting a software solution that uses the new Customs Declaration Service for shipments in and out of Northern Ireland, which is scheduled to go live on January 1 — with ASM highlighting "significant gaps in some aspects of required functionality".

"At the moment, CDS is only scoped for between 50m to 80m customs declarations annually, far short of the anticipated volume it will be required to process post-Brexit. I think it is envisioned that the existing legacy system, Customs Handling of Import and Export Freight, will be the main option for some time to come."

He dismissed any capacity issues with current system, underlining that it was more than capable of handling a far greater number of customs declarations than it was used to doing, following recent upgrades to its capacity.

"I am absolutely confident that it can handle between 400m to 450m declarations annually and that we can avoid things falling over. Of all the things we're worried about, CHIEF isn't one of them," Mr MacSwiney said. "The new CDS has got a future, but it's all about improving its volume capability — to handle several hundreds of millions of customs declarations annually. And that's not a trivial challenge by any means, but a significant piece of work.

"However, I think the intermediary sector would advocate that this is feasible by the end of next year. A managed migration away from CHIEF to CDS during the next 14 months will be tricky but is nevertheless doable."

His forecast for next year in trade terms is to "expect a bit of everything over the first three to six months, given the overall level of preparedness, before a broad recognition of the new customs procedures emerges.

"Hopefully, it won't be the Wild West; but bottlenecks at the ports and truck queues are inevitable. The EU says it is going to impose strict controls from day one, but their businesses are no more prepared than ours, to be honest. Problems will be solved as we go along with a fair bit of slack on offer, gridlock being in no one's interest."

MARKETS

European container freight rates continue upward surge

A SURGE in imports ahead of the festive season and front-loading before the end of the Brexit transition period has pushed freight rates into Europe and the UK's congested ports to record highs.

Rates from Asia to northern Europe put on a further 9% last week, rising \$136 to \$1,644 per teu, a level not seen in nearly a decade, according to the Shanghai Containerised Freight Index. Asia-Mediterranean rates hit \$1,797, up \$123, or 7.3%, taking them to levels not seen since 2014.

The increases on the northern Europe and Mediterranean routes came after large jumps last week that saw rates rise 21% and 23% respectively. "In the Europe route, the rebounding of the epidemic led to new round of anti-virus measures that stimulated the import of living necessities from overseas," the Shanghai Shipping Exchange said.

"The cargo volume kept rising while the capacity supply was still in tight condition. Backed by the strong fundamentals, most carriers implemented new round of general rate increases that pushed the spot market rate upward significantly."

Slot utilisation was close to full loading status, it said.

Analysts at Platts said that Asia to UK rates were spiking on demand ahead of the UK's exit from the European Union as importers sought to front-load ahead of the January 1 deadline.

"Coupled with this is the logistical delays seen at some UK ports, causing carriers to impose a congestion surcharge on both inbound and outbound containers from the UK, further increasing costs for shippers," Platts said.

"This spike in demand has come at an opportune moment for carriers who are currently seeing services at almost 100% capacity and, with very few blank sailing in place, there is some optimism from the supply side of the market that these rates can be sustained into the new year."

Carriers have taken advantage of the strong demand, with CMA CGM announcing a \$600 per feu peak season surcharge for shipments from all Asian ports to all destinations in the Mediterranean. Hapag-Lloyd also pushed through a GRI announcement for December 1, nominating rate hikes for sailings from Asia of \$5,190 per feu to the UK, \$4,710 per feu to the Mediterranean and \$4,690 per feu to northern Europe.

Platts warned, however, that as well as higher prices, shippers could face further issues due to the equipment shortage in Asia.

"This has stemmed from a lack of empty boxes at key exporting hubs, owing to the delay in returning these boxes as ports and importers operate skeleton staff levels during the pandemic," Platts said.

"This has meant carriers are keen to return empty boxes to Asia to clear the demand backlog that they are continuing to try and reduce, and so backhaul rates have not seen the same upside as headhaul rates on these routes."

Forwarders call for action on detention and demurrage

THE British International Freight Association and the International Federation of Freight Forwarders Associations are calling for governments to investigate the reasonableness of these practices in the container shipping sector.

The two organisations want to see wider adoption of the key considerations set out by the US Federal Maritime Commission and investigations of the reasonableness of detention and demurrage charges.

The FMC issued new guidance earlier this year on how it will assess the D&D regulations and practices of ocean carriers and terminal operators.

Under the new rule, the FMC said it would consider the extent to which D&D charges and policies "serve their primary purpose of incentivising the movement of cargo and promoting freight fluidity".

BIFA director-general Robert Keen said that freight forwarders and the shippers were "reeling" from unjust demurrage fees linked to congestion in ports around the world.

"They should not be penalised by demurrage and detention practices when circumstances are such that they cannot retrieve containers from, or return containers to, terminals because, under those circumstances, the charges cannot serve their incentive function," said Mr Keen.

The FMC's decision came after a six-year investigation that concluded there had most likely been a long history of unjust and unfair D&D practices.

"If the FMC has identified demurrage and detention practices that are likely to be considered as unjust for the US, these practices are also unjust and unreasonable for the rest of the world," added Mr Keen.

"It is wrong for container shipping lines not to respect the interpretative rule introduced by the FMC in May that sought to govern conflicts on the issue of demurrage and detention fees."

He called for governments to take greater oversight regarding D&D practices and ensure they were good for the economy.

"It is crucial to ensure fluidity and good function of the supply chain, in unprecedented times as illustrated by the coronavirus and the chaotic state of international container shipping at present."

IN OTHER NEWS

Golar LNG and BV team up on floating ammonia research

GOLAR LNG and Black & Veatch Corp are joining forces to research floating applications for production of next generation fuels and carbon capture.

Golar LNG said it signed an agreement with B&V on Thursday to collaborate on joint research on floating ammonia production, carbon capture, green liquefied natural gas and hydrogen.

The two companies aim to jointly publish a paper on floating production of blue ammonia with carbon capture and storage before the end of the year.

IMO approves HFO ban in the Arctic Sea

THE International Maritime Organization has approved a ban on the use and carriage of heavy fuel oil in the Arctic Sea.

The organisation's Marine Environment Protection Committee approved a ban this week to minimise the potential of an oil spill in the Arctic Sea and to help cut down the black carbon emissions which are especially harmful to icy regions.

If it is adopted by the next MEPC, in June 2021, it will come into effect in July 2024. However, ships flying the flags Arctic coastal states and operating in those states' sovereign waters get a waiver until July 1, 2029.

Rainmaking conquers start-up challenge in Singapore

TRYING to develop start-ups in the maritime sector in Singapore may be seen as a challenge, but venture development firm Rainmaking believes it has found the right approach to make it work. This starts with a recognition of the environment one needs to work in, something of which Shaun Hon, director at Rainmaking Transport, Southeast Asia's first corporate venture builder for the maritime industry, is well aware.

A less entrepreneurial culture compared to the West and the preponderance of governmentlinked companies are acknowledged facts of life in this space, but are not issues he sees as insurmountable, Mr Hon told Lloyd's List.

Hafnia sees consolidation as future of product tanker market

HAFNIA, a product tanker owner in the BW Group, maintains that consolidation in the sector is required.

"Hafnia still believes that further consolidation is needed within the product tanker sector to fully unleash value and synergies from additional operational scale," said chief executive Mikael Skov in an earnings statement.

The owner had tried to take over Ardmore earlier in the year, but the offer was rejected on the basis that it was too low. The combination would have created the largest product tanker owner in the world.

Zhuhai completes \$270m buyout of rival port

PORT of Zhuhai, a major feeder port in southern China, has completed its takeover of a smaller rival in the east of the country as part of its expansion plan.

Privately run Xinghua Port Holdings was delisted from the Hong Kong Stock Exchange on Friday, having become a wholly owned subsidiary of state-owned Zhuhai Port Holdings Group, according to an exchange filing. The acquisition deal was proposed in July with a cash payment of HK\$2.1bn (\$273m).

Avenir LNG chief executive resigns

AVENIR LNG, a small liquefied natural gas company, said that chief executive Milorad Doljanin has resigned.

The company, which is backed by Stolt-Nielsen, Golar LNG and Höegh LNG, has been developing rapidly in trying to make a mark in the small-scale space since being formed in 2018.

Mr Doljanin, with 15 years of LNG trading and commercial experience, will be replaced by chief commercial officer Peter Mackey on an interim basis.

DSIC wins shuttle tanker order from Chinese owner

DALIAN Shipbuilding Industry Co has won an order for a 155,000 dwt shuttle tanker from domestic owner Shanghai Northsea Shipping.

The deal also includes an option for another ship of the same type, according to a yard release. Price and delivery schedule were not disclosed.

DSIC, part of China State Shipbuilding Corp, said the newbuilding marks the first suezmax shuttle tanker ordered by a Chinese owner.

Classified notices follow on the next pages

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise'

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 -Regulation 13

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises of land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares ('ha').

3. The Project Site also includes space required for water connection corridors, an electrical connection, waterborne transport off-loading area, indicative laydown area and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with Integrated cooling infrastructure and carbon and compression plant (CCP), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the **Proposed Power and Carbon Capture (PCC) Site**);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- Electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment);
- Water Connection Corridors including:

- A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option);
- In the event that water from the Stainforth and Keadby Canal is not available or there
 is insufficient capacity for provision of water for the Proposed Development, an intake
 to provide cooling and make-up water from the River Trent (River Water Abstraction
 Option);
- Disposal of used cooling water to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- AGI for connection to third party CO₂ export infrastructure including compression facilities;
- permanent access to the Proposed Development Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;
- a new surface water drainage system comprising pond(s) and/ or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - site preparation works;
 - pipeline and cable connections between parts of the site;
 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - a permanent laydown and turnaround area for maintenance;
 - gatehouses, security and fencing; and
 - lighting.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

7. The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Information so far compiled about the Project's environmental impacts is contained in a Preliminary Environmental Information ('PEI') Report and summarised in a Non-Technical Summary. This document and other documents relating to the Project, including plans and maps showing the nature and location of the Project ('the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. This comprises a single website page, and the Consultation Documents will be labelled 'Stage 2 Consultation'.

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: <u>consultation@keadby3.co.uk</u>. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full Preliminary Environmental Impact Report (PEIR) which will be charged at a maximum of £200), or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via these methods.

10. Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Responding to this notice

11. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Feedback Form: at the Project Website (<u>https://www.ssethermal.com/keadby3</u>) or via https://keadby3.consultation.ai/

Email: consultation@keadby3.co.uk

Post: FREEPOST KEADBY 3

Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number.

12. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

13. Please note that all comments and representations must be received by the Applicant no later than 5pm on Wednesday 20th January 2021.

14. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

SSE Generation Limited

November 2020



INTERNATIONAL TENDER FOR PROCUREMENT OF SPARES PERTAINING TO (PURIFIERS, PUMPS, MAIN & AUX ENGINE)

Tender No PRCD/SPARES/2020/050

Pakistan National Shipping Corporation (PNSC) Invites bids through protected E-mail for the "Procurement OfSpares Pertaining To (Purifiers, Pumps, Main & Aux Engine)" on PNSC Standard Bidding Documents as per Rule 36 (a) of Public Procurement Rules, 2004.

Bidding Documents can be downloaded from PNSC website <u>www.pnsc.com.pk</u> till December 23rd, 2020. This advertisement is available on PPRA website <u>www.ppra.org.pk</u>. The Bids on prescribed forms duly filled-in signed and stamped should be sent through protected E-mail only, at E-mail Address: <u>spares.procurement@pnsc.com.pk</u> Title of Tender is "Tender for Procurement Of Spares Pertaining To (Purifiers, Pumps, Main & Aux Engine)" latest by December 24th, 2020 (1500 PKT/1000 GMT). Bids will be opened on the same day at (1530 PKT/1030 GMT) in the presence of bidders, who may wish to attend.

PNSC reserves the right to accept or reject any or all the bid(s) as per PPR, 2004.

Haris Manzoor Siddiqui General Manager (MR&S Department), Ship Management Division, MR&S Department, 1stFloor, PNSC Building, M.T Khan Road, Karachi, Pakistan P: 99204025 ext. 311 E: haris.siddiqui@pnsc.com.pk (For Queries Only) W: www.pnsc.com.pk

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	INTERNATIONAL TENDER FOR PROCUREMENT OF BUNKER
Tender No PRCD/BNK/2	2020/051
	ping Corporation (PNSC) Invites bids through protected E-mail for the "Procurement of Bunker" on PNSC nents as per Rule 36 (a) of Public Procurement Rules, 2004.
PPRA website www.ppr only, at E-mail Addres	be downloaded from PNSC website <u>www.pnsc.com.pk</u> till December 23rd, 2020 . This advertisement is available or <u>a.org.pk</u> . The Bids on prescribed forms duly filled-in signed and stamped should be sent through protected E-ma ss: <u>bunker.pg@pnsc.com.pk</u> Title of Tender is "Tender for Procurement Of bunker " latest by Decembe 00 GMT). Bids will be opened on the same day at (1530 PKT/1030 GMT)in the presence of bidders, who may wish
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Haris Manzoor Siddi	qui
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PNSC Building, M.1 K P: 99204025 ext. 311	ihan Road, Karachi, Pakistan
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(ii) construct a flat-top road hump known as a "speed table" in the whole length of Trenchold Street (This flat- top road hump would be an elevated section of carriageway that extends across the full width of the carriageway from kerb to kerb without a break, so that the footway and carriageway form a continuous surface at the same level, with a gradient leading onto the surface at its junction with Wyvil Road.).

4. The "speed table" referred to in paragraph 3(i) above would be an elevated section of carriageway, with a flat top, 75 millimetres higher at its highest point than the surrounding carriageway and extending across the whole width of the carriageway from kerb to kerb without a break.

5. Associated zig-zag markings, would be placed on the carriageway either side of the crossing, on which vehicles would be banned from stopping at any time.

6. The proposed orders are necessary as part of the expansion of Wyvil Primary School and would remove certain existing parking places, relocate existing school keep clear markings, ban waiting and loading in lengths of Trenchold Street and Wyvil Road, provide loading and unloading facilities for vehicles making deliveries to or collections from nearby properties and improve visibility for drivers and pedestrians at and in the vicinity of the proposed speed tables and new raised zebra crossing.

7. If you have any enquiries about this matter, please email the project manager Roland Jordaan at: RJordaan@lambeth.gov.uk.

8. A copy of each of the proposed Orders and other documents giving detailed particulars about them (including a map) would usually be made available for inspection at: the offices of Lambeth Council's Highways Team (Resident Services), 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG, until the last day of a period of six weeks beginning with the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders. However, owing to restrictions relating to the COVID-19 pandemic, this is not currently possible and the proposed Orders and documents are therefore available for inspection on line at: www.lambeth.gov.uk/traffic-management-orders. Copies of the proposed Orders and the other documents are also available on request, by email to: bpoulter@lambeth.gov.uk or by telephoning 020 7926 0209.

9. All objections and other representations relating to the proposed Orders must be made in writing and all objections must specify the grounds on which they are made and should be sent to Barbara Poulter, Highways Team (Resident Services), London Borough of Lambeth, PO Box 734, Winchester, SO23 5DG (emails sent to bpoulter@lambeth.gov.uk are acceptable) by 11th December 2020. Any objection may be communicated to, or be seen by, other persons who may have an interest in this matter.

Dated 20th November 2020 Anthony Casale

Highway Network Manager

(3680643)

LONDON BOROUGH OF LEWISHAM NELGARDE ROAD (HOLBEACH PRIMARY SCHOOL) -INTRODUCTION OF 'SCHOOL KEEP CLEAR' MARKING THE LEWISHAM (CHARGED-FOR PARKING PLACES) (AMENDMENT NO. 40) ORDER 2020 THE LEWISHAM (FREE PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (AMENDMENT NO. 36) ORDER 2020

1. NOTICE IS HEREBY GIVEN that Lewisham Borough Council on 18th November 2020 made the above-mentioned Orders under the powers of sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended. The Orders will come into force on 23rd November 2020.

2. The general effect of the Orders will be to reduce in length by 12.4 metres an existing CPZ 'E' 'shared-use' parking place and remove a length of 'single yellow line' waiting restrictions on the west side of NELGARDE ROAD outside Holbeach Primary School, so as to accommodate the introduction of a new length of 'school keep clear' marking.

3. Documents giving more detailed particulars of the Orders and of the 'school keep clear' marking can be obtained by emailing a request to parkingdesign@lewisham.gov.uk quoting reference 'Holbeach Primary School - TMO'. 4. If any person wishes to question the validity of the Orders or of any of their provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Order were made, apply for the purpose to the High Court.

Dated: 20th November 2020

ALEXANDRA CRUSH Transport policy and development manager, Highways and Transport 5th Floor Laurence House, 1 Catford Road, London SE6 4RU

(3680647)

SSE GENERATION LIMITED

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT THE PLANNING ACT 2008 - SECTION 48 'DUTY TO PUBLICISE' THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 -REGULATION 4 (AS AMENDED)

THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 - REGULATION 13 NOTICE OF PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

1. Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises of land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares ('ha').

3. The Project Site also includes space required for water connection corridors, an electrical connection, waterborne transport off-loading area, indicative laydown area and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant, including:

• a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure and carbon and compression plant (CCP), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);

• natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);

 electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;

• Electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment);

• Water Connection Corridors including:

 A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option); - In the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for the Proposed Development, an intake to provide cooling and make-up water from the River Trent (River Water Abstraction Option);

- Disposal of used cooling water to the River Trent (Water Discharge Corridor);

- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;

 AGI for connection to third party CO2 export infrastructure including compression facilities;

• permanent access to the Proposed Development Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;

• a new surface water drainage system comprising pond(s) and/ or a tank or similar, including a new surface discharge connection to a drainage channel;

• associated development including:

- temporary construction and laydown areas including contractor facilities and parking;

- temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;

site preparation works;

- pipeline and cable connections between parts of the site;

- landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths:

- a permanent laydown and turnaround area for maintenance;

- gatehouses, security and fencing; and

– lighting.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

7. The Applicant has notified the SoS in writing under Regulation 8(1) (b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Information so far compiled about the Project's environmental impacts is contained in a Preliminary Environmental Information ('PEI') Report and summarised in a Non-Technical Summary. This document and other documents relating to the Project, including plans and maps showing the nature and location of the Project ('the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. This comprises a single website page, and the Consultation Documents will be labelled 'Stage 2 Consultation'.

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: consultation@keadby3.co.uk. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full Preliminary Environmental Impact Report (PEIR) which will be charged at a maximum of £200), or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via these methods.

10. Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. **Responding to this notice**

11. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Feedback Form: at the Project Website (https://www.ssethermal.com/ keadby3) or via https://keadby3.consultation.ai/

Email: consultation@keadby3.co.uk

Post: FREEPOST KEADBY 3

Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number.

12. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

13. Please note that all comments and representations must be received by the Applicant no later than 5pm on Wednesday 20th January 2021.

14. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

SSE Generation Limited November 2020

(3680511)

STOKE-ON-TRENT CITY COUNCIL HIGHWAYS ACT 1980

THE STOKE-ON-TRENT CITY COUNCIL (A5010 (ETRURIA VALLEY LINK ROAD) CLASSIFIED ROAD) (SIDE ROADS) ORDER 2020

Stoke-on-Trent City Council ("the Council") hereby gives notice that on its own behalf and acting under an agreement with Staffordshire County Council pursuant to Section 8 of the Highways Act 1980 it has made, and is about to submit to the Secretary of State for Transport for confirmation, an Order under Sections 14 and 125 of the Highways Act 1980, authorising the Council to:

a). improve highways (including raising, lowering or otherwise altering),

b). stop up highways,

c). construct new highways,

d). stop up private means of access to premises,

e). provide new means of access to premises,

all on or in the vicinity of the route of the classified road known as the A5010 Etruria Valley Link Road which the Council propose to construct from a point on the eastern roundabout at the A500 Wolstanton Junction for a distance of 646 metres in an easterly direction to Festival Way in the District of Etruria in the City of Stoke-on-Trent and in the District of Wolstanton in Newcastle-under-Lyme in the County of Staffordshire.

A copy of the Order and relevant Plan have been deposited in the reception at the offices of the Civic Centre, Glebe Street, Stoke-on-Trent, ST4 1HH and may be inspected free of charge between the hours of 9:15 am and 16:30 pm or arrangements can be made for copies to be sent by post during any period when the office is closed due to Covid-19 restrictions by contacting Highwayconsultation@stoke.gov.uk

A copy of the Order, Plan and Statement of Reasons is also on the Council's website at https://www.stoke.gov.uk/info/20043/ councillors_and_decision-making/179/consultations

Any person may not later than **4th January 2021** object to the confirmation of the Order by notice to the Secretary of State for Transport, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle-upon-Tyne, NE4 B7AR or by e-mail to nationalcasework@dft.gsi.gov.uk stating the name of the Order and the grounds of their objection.

(ii) construct a flat-top road hump known as a "speed table" in the whole length of Trenchold Street (This flat- top road hump would be an elevated section of carriageway that extends across the full width of the carriageway from kerb to kerb without a break, so that the footway and carriageway form a continuous surface at the same level, with a gradient leading onto the surface at its junction with Wyvil Road.).

4. The "speed table" referred to in paragraph 3(i) above would be an elevated section of carriageway, with a flat top, 75 millimetres higher at its highest point than the surrounding carriageway and extending across the whole width of the carriageway from kerb to kerb without a break.

5. Associated zig-zag markings, would be placed on the carriageway either side of the crossing, on which vehicles would be banned from stopping at any time.

6. The proposed orders are necessary as part of the expansion of Wyvil Primary School and would remove certain existing parking places, relocate existing school keep clear markings, ban waiting and loading in lengths of Trenchold Street and Wyvil Road, provide loading and unloading facilities for vehicles making deliveries to or collections from nearby properties and improve visibility for drivers and pedestrians at and in the vicinity of the proposed speed tables and new raised zebra crossing.

7. If you have any enquiries about this matter, please email the project manager Roland Jordaan at: RJordaan@lambeth.gov.uk.

8. A copy of each of the proposed Orders and other documents giving detailed particulars about them (including a map) would usually be made available for inspection at: the offices of Lambeth Council's Highways Team (Resident Services), 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG, until the last day of a period of six weeks beginning with the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders. However, owing to restrictions relating to the COVID-19 pandemic, this is not currently possible and the proposed Orders and documents are therefore available for inspection on line at: www.lambeth.gov.uk/traffic-management-orders. Copies of the proposed Orders and the other documents are also available on request, by email to: bpoulter@lambeth.gov.uk or by telephoning 020 7926 0209.

9. All objections and other representations relating to the proposed Orders must be made in writing and all objections must specify the grounds on which they are made and should be sent to Barbara Poulter, Highways Team (Resident Services), London Borough of Lambeth, PO Box 734, Winchester, SO23 5DG (emails sent to bpoulter@lambeth.gov.uk are acceptable) by 11th December 2020. Any objection may be communicated to, or be seen by, other persons who may have an interest in this matter.

Dated 20th November 2020 Anthony Casale

Highway Network Manager

(3680643)

LONDON BOROUGH OF LEWISHAM NELGARDE ROAD (HOLBEACH PRIMARY SCHOOL) -INTRODUCTION OF 'SCHOOL KEEP CLEAR' MARKING THE LEWISHAM (CHARGED-FOR PARKING PLACES) (AMENDMENT NO. 40) ORDER 2020 THE LEWISHAM (FREE PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (AMENDMENT NO. 36) ORDER 2020

1. NOTICE IS HEREBY GIVEN that Lewisham Borough Council on 18th November 2020 made the above-mentioned Orders under the powers of sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended. The Orders will come into force on 23rd November 2020.

2. The general effect of the Orders will be to reduce in length by 12.4 metres an existing CPZ 'E' 'shared-use' parking place and remove a length of 'single yellow line' waiting restrictions on the west side of NELGARDE ROAD outside Holbeach Primary School, so as to accommodate the introduction of a new length of 'school keep clear' marking.

3. Documents giving more detailed particulars of the Orders and of the 'school keep clear' marking can be obtained by emailing a request to parkingdesign@lewisham.gov.uk quoting reference 'Holbeach Primary School - TMO'. 4. If any person wishes to question the validity of the Orders or of any of their provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Order were made, apply for the purpose to the High Court.

Dated: 20th November 2020

ALEXANDRA CRUSH Transport policy and development manager, Highways and Transport 5th Floor Laurence House, 1 Catford Road, London SE6 4RU

(3680647)

SSE GENERATION LIMITED

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT THE PLANNING ACT 2008 - SECTION 48 'DUTY TO PUBLICISE' THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 -REGULATION 4 (AS AMENDED)

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Post: FREEPOST KEADBY 3

Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number.

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SSE Generation Limited November 2020

(3680511)

STOKE-ON-TRENT CITY COUNCIL HIGHWAYS ACT 1980

THE STOKE-ON-TRENT CITY COUNCIL (A5010 (ETRURIA VALLEY LINK ROAD) CLASSIFIED ROAD) (SIDE ROADS) ORDER 2020

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a). improve highways (including raising, lowering or otherwise altering),

b). stop up highways,

c). construct new highways,

d). stop up private means of access to premises,

e). provide new means of access to premises,

all on or in the vicinity of the route of the classified road known as the A5010 Etruria Valley Link Road which the Council propose to construct from a point on the eastern roundabout at the A500 Wolstanton Junction for a distance of 646 metres in an easterly direction to Festival Way in the District of Etruria in the City of Stoke-on-Trent and in the District of Wolstanton in Newcastle-under-Lyme in the County of Staffordshire.

A copy of the Order and relevant Plan have been deposited in the reception at the offices of the Civic Centre, Glebe Street, Stoke-on-Trent, ST4 1HH and may be inspected free of charge between the hours of 9:15 am and 16:30 pm or arrangements can be made for copies to be sent by post during any period when the office is closed due to Covid-19 restrictions by contacting Highwayconsultation@stoke.gov.uk

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Any person may not later than **4th January 2021** object to the confirmation of the Order by notice to the Secretary of State for Transport, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle-upon-Tyne, NE4 B7AR or by e-mail to nationalcasework@dft.gsi.gov.uk stating the name of the Order and the grounds of their objection.

Property

Property Wanted



WE BUY HOUSES FOR CASH

- Sell in days or in your timescale
- No fees & no obligation
- Any condition or location



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Motors

Cars Wanted (Traders)

WANTED WE WILL BUY

Your Car, Van, or 4x4. Best prices paid, HP settled **KING EDWARD CAR & CLASSICS** WHILST WE ARE STILL TRADING, WE ARE DOING EVERYTHING POSSIBLE TO KEEP OUR CUSTOMERS SAFE. PLEASE CALL OR EMAIL US TO DISCUSS HOW WE COULD BEST HELP Tel: 07718730933 | tomothoi27@aol.com

WANTED CLASSIC CARS 50s, 60s, 70s, & 80s **ALSO MODERN DAY CLASSICS KING EDWARD CAR & CLASSICS** Tel: 07718730933 Email: tomothoi27@aol.com WHILST WE ARE STILL TRADING, OING EVERYTHING POSSIBLE TO KEEP OUR CUSTOMERS SAFE. CALL OR EMAIL US TO DISCUSS HOW WE COULD BEST HELP. Caravans/Motor Homes/Mobile Homes Caravans For Sale/Wanted WANTED WANTED **TOURING CARAVAN** TOURING CARAVAN **OR MOTOR HOME** With or without damp, any condition, any make With or without damp

Cash waiting Same day collection Genuine private buye Please call James with details 07392180003

MOTORHOME OR CAMPERVAN f you have one fore sale please contact me anytime. Anything considered.

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Public Notices

Public Notices

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THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT The Planning Act 2008 - Section 48 'Duty to publicise' The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 -Regulation 4 (as amended) The Infrastructure Planning (Environmental Impact

Assessment) Regulations 2017 - Regulation 13 Notice of Proposed Application for a Development Cons

- Order for the Keadby 3 Low Carbon Gas Power Station Project Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project'). The land required for the Keadby 3 Low Carbon Gas Power
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- The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant, including:
 - a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure and carbon and compression plant (CCP), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
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- National Grid 400kV Substation) for export of power; Electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment):
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 - A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option);
- In the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for the Proposed Development,
- an intake to provide cooling and make-up water from the River Trent (**River Water Abstraction Option**); Disposal of used cooling water to the River Trent
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- A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes; a new surface water drainage system comprising pond(s)
- and/ or a tank or similar, including a new surface discharge
- connection to a drainage channel;
 associated development including:
 temporary construction and laydown areas including con-
- tractor facilities and parking; temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Ab-normal Indivisible Load (AIL) Route;
- site preparation works;
- pipeline and cable connections between parts of the site; landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;

NORTH LINCOLNSHIRE COUNCIL (Albion Hill, Epworth)

(Temporary Prohibition of Traffic) Order 2020 Notice is hereby given that North Lincolnshire Council has made an Order the effect of which is to prohibit any vehicle from proceeding along Albion Hill 23 rd Nov-1 st Dec 2020 inclusive (but varied to take account of any unforeseen circumstances) 24 hours each day to repair a foul pipeline. The diversion is Mowbray St, Blow Row, Burnham Rd, High St and reverse

Dated this 19th day of November 2020 Church Square House W S Bell - Head of Legal & mocracy 30-40 High Street, Scunthor

a permanent laydown and turnaround area for maintenance; gatehouses, security and fencing; and

- lighting.
 The DCO will also seek, if required, the compulsory 5. acquisition of land and/or rights in. on, under or over land required for the Project and the temporary occupation of land for the Project.
- Other powers that the DCO would seek. if required, include 6. the extinguishment and/or overrid get, in required, included, incl Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.
- The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.
- Information so far compiled about the Project's environmental impacts is contained in a Preliminary Environmental Information ('PEI') Report and summarised in a Non-Technical 8 Summary. This document and other documents relating to the Project, including plans and maps showing the nature and location of the Project ('the Consultation Documents'), are available to view or download free of charge from <u>https://www.ssethermal.com/keadby3</u> (the 'Project Website') from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. This comprises a single website page, and the Consultation Documents will be labelled 'Stage 2 Consultation'.
- Alternativelypleasetelephone:Freephone08002118194(24h 9. voicemail service) or email: consultation@keadby3.co.uk Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a pape copy of the Consultation Documents free of charge (with the exception of the full Preliminary Environmental Impact Report (PEIR) which will be charged at a maximum of £200) or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please
- allow a week for receipt of documents via these methods. 10.Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Responding to this notice 11.If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Feedback Form: at the Project Website (https://www.ssethermal.com/keadby3) or https://keadby3.consultation.ai/ consultation@keadby3.co.uk FREEPOST KEADBY 3

via

Post: Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number. 12.Any comments received will be analysed by the Applicant

- and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.
- 13 Please note that all comments and representations must be received by the Applicant no later than 5pm on Wednesday 20th January 2021.
- 14.If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

SSE Generation Limited November 2020

NORTH LINCOLNSHIRE COUNCIL Notice of Suspension of Use of Parking Bays High Street, Barton-upon-Humber

Notice is hereby given that the use of the parking bays in High St, Barton between Nos 82 & 90 inclusive will be suspended from 30th Nov-2nd Dec 2020 inclusive (but varied to take account of any unforeseen circumstances) 8am-5pm each day to lay and connect a new gas service Dated this 19th day of November 2020

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

THE NORTH LINCOLNSHIRE COUNCIL (A18 Queensway/Dudley Road, Scunthorpe) (Prohibition of Driving) (Revocation) Order 2020

Notice is hereby given that North Lincolnshire Council proposes to make an Order under Sections 1(1), 2(1) to (3) & 4(2) and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 the effect of which will be to revoke the Order specified in the Schedule to the extent therein described, thus allowing a right hand turn at the said Queensway/Dudley Rd Junction. A copy of the draft Order, together with a statement of reasons and a plan showing the lengths of road affected are on display at the Council Offices, Church Square House, DN15 6NL. Objections to the proposals specifying the grounds on which they are made should be sent in writing to the Director of Places Billet Lane, Normanby Enterprise Park, Scunthorpe DN15 9YH not later than 10th December 2020.

Schedule The North Lincolnshire Borough Council (A18 Queensway/ Dudley Rd, Scunthorpe) (Prohibition of Driving) Order 1998 Item 3 - revoke the entire Item which currently stipulates that every person causing any vehicle to proceed in a southerly direction in Dudley Rd shall cause that vehicle on reaching the junction of Dudley Rd with the eastern carriageway of the A18 Queensway to make a left hand turn into the A18 Queensway Dated this 19th day of November 2020 W S Bell - Head of Legal & Democracy Church Square House 30-40 High Street, Scunthorpe

LICENSING ACT 2003 APPLICATION FOR THE GRANT OF A PREMISES **LICENCE - NOTICE**

Take notice that JP Leisure Scunthorpe Limited made an application on 11 November 2020. Name and address: Oscar's Bar, 6 Gilliatt Street, Scunthorpe, North Lincolnshire, DN15 6EY. For the said premises to be for the purposes of: Public House and Night Club. Supply of alcohol ON and Off the premises, the provision of regulated entertainment, provision of late night refreshments Sunday to Fridays 10:00 hrs - 04:00 hrs Saturdays 10:00hrs - 05:00 hrs. Hours open to the public: Monday - Sunday 00:00 hrs - 23:59 hrs.

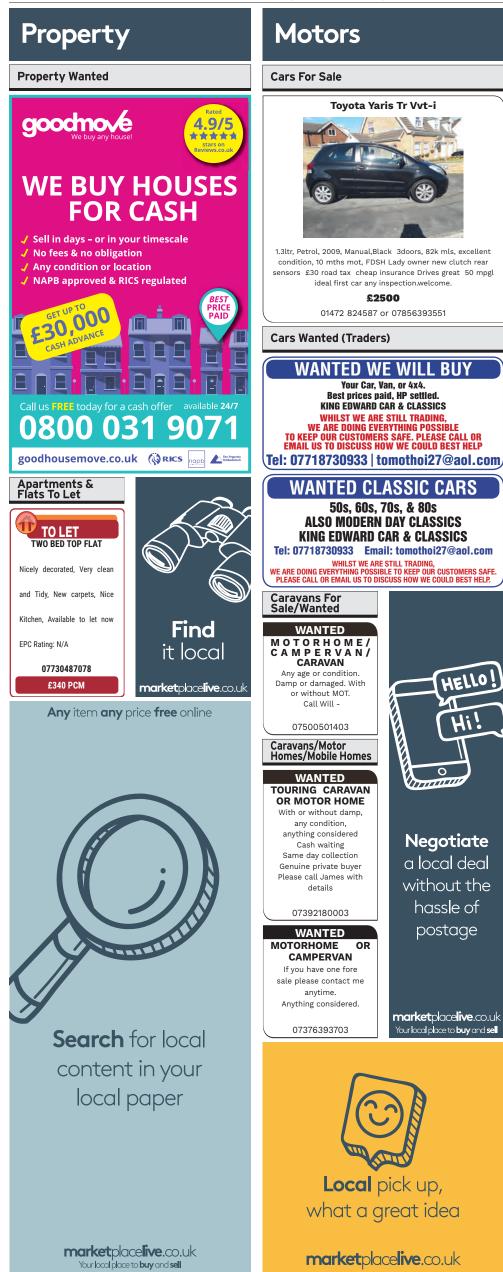
A responsible authority or any other person may make representations in writing to: Waste & Public Protection, Licensing Division, PO Box 42, Church Square House, Scunthorpe, North Lincolnshire, DN15 6XQ, no more than 28 days starting on the day on which the application was given to North Lincolnshire Council's Licensing Division **stating the grounds of objection. For guidance, the 'Licensing Policy' can be found on the North Lincolnshire

website www.northlincs.gov.uk. The application setting out the full details can be viewed by appointment at Church Square House, 09:30 hrs to 16:30 hrs Monday to Friday. It is an offence to knowingly or recklessly to make a false statement in connection with an application and the maximum fine for which a person is liable on summary conviction for the offence is £5000.

Licensing Act 2003 Application for the grant of a Premises Licence

Take notice that Drinks To Your Door Ltd made application on 9th November 2020 Postal name and address of premises Drinks To Your Door Ltd 23 Hoylake Road, South Park Industrial Estate, Scunthorpe, DN17 2AZ. For said premises to be used for the purposes of: Alcohol Distribution Centre for Website Order. Sale of Alcohol off Distribution Centre for Website Order. Sale of Alcohol off the premises Monday to Sunday 00:00 hrs to 23:59 hrs daily. Hours open to the public - Web sales only. A responsible authority or any other person may make representations in writing to: Waste & Public Protection, Licensing Division, PO Box 42, Church Square House, Scunthorpe, North Lincolnshire, DN15 6XQ, no more than 28 days starting on the day on which the application was given to North Lincolnshire Council's Licensing Division ** stating the grounds of objection For guidance the given to North Lincolnshire Council's Licensing Division ** stating the grounds of objection. For guidance, the 'Licensing Policy' can be found on the North Lincolnshire website www.northlincs.gov.uk. The application setting out the full details can be viewed by appointment at Church Square House, 09:30 hrs to 16:30 hrs Monday to Friday. It is an offence to knowingly or recklessly to make a false statement in connection with an application and the maximum fine for which a person is liable on summary conviction for the offence is £5000.





Public Notices

Public Notices

THE KEADBY 3 I OW CABBON GAS POWER STATION PROJECT The Planning Act 2008 - Section 48 'Duty to publicis The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13 Notice of Proposed Application for a Development Consent

Order for the Keadby 3 Low Carbon Gas Power Station Project 1. Notice is hereby given that SSE Generation Limited (the 'Applicant'), whose registered office is No.1 Forbury Place, 43 Forbury Road, Reading, RG1 3JH, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises of land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares ('ha'). The Project Site also includes space required for water

connection corridors, an electrical connection, waterborne transport off-loading area, indicative laydown area and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure. The Project will comprise a low carbon gas fired power station

with a gross electrical output capacity of up to 910MWe and associated buildings, structures and plant, including:

a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure and carbon and compression plant (CCP), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the **Proposed Power**

- and Carbon Capture (PCC) Site); natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (**Gas Connection Corridor**);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- Electrical connection from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power to the Proposed PCC Site during start-up plant and equipment);
- Water Connection Corridors including: A water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency (Canal Water Abstraction Option); In the event that water from the Stainforth and Keadby
- Canal is not available or there is insufficient capacity for provision of water for the Proposed Development, an intake to provide cooling and make-up water from the River Trent (**River Water Abstraction Option**); Disposal of used cooling water to the River Trent

(Water Discharge Corridor); towns water connection pipeline from existing water supply within the Keadby Power Station for potable water; AGI for connection to third party CO2 export infrastructure including compression facilities; permanent access to the Proposed Development Site from

- A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes; a new surface water drainage system comprising pond(s) and/ or a tank or similar, including a new surface discharge
- connection to a drainage channel; associated development including: temporary construction and laydown areas including con-
- tractor facilities and parking;
- temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Ab-normal Indivisible Load (AIL) Route;
- site preparation works:
- pipeline and cable connections between parts of the site; landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;

MAUREEN BERNADETTE McGUILL (Deceased)

MCGUILL (Deceased) suant to the Trustee Act 1925 any persons ng a claim against or an interest in the Estate of above named, late of Bridgewater Park Nursing the Bridgewater Road Scuthorpe North East oinshire formerly of 5 Barkwith Court Waltham nsby North East Lincolnishire DN37 0XX, who on 01/03/2020, are required to send writhen 107/03/2020, are required to send written lars thereof to the undersigned on or before 021, after which date the Estate will be ted having regard only to the claims and s of which they have had notice interests of which they have had notice. Wilkin Chapman Solicitors Cartergate House 26 Chantry Lane Grimsby North East Lincolnshire DN31 2LJ

Any item **any** price **free** online

a permanent laydown and turnaround area for maintenance: gatehouses, security and fencing; and

lighting.5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

Other powers that the DCO would seek, if required, include 6. the extinguishment and/or overriding of easements and other rights over or affecting land required for the Project; the application and/or disapplication of legislation relevant to the Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and

maintenance of the Project. The Applicant has notified the SoS in writing under Regulation 7. 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application. Information so far compiled about the Project's environmenta

impacts is contained in a Preliminary Environmenta Information ('PEI') Report and summarised in a Non-Technical Summary. This document and other documents relating to the Project, including plans and maps showing the nature and location of the Project ('the Consultation Documents'), are available to view or download free of charge from <u>https://www.ssethermal.com/keadby3</u> (the 'Project Website') from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. This comprises a single website page, and the Consultation Documents will be labelled 'Stage 2 Consultation'.

Alternativelypleasetelephone:Freephone08002118194(24hr voicemail service) or email: <u>consultation@keadby3.co.uk</u>. Any details you provide to us will be subject to our Privacy 9 Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full Preliminary Environmental Impact Report (PEIR) which will be charged at a maximum of £200), or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via these methods.

10.Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Responding to this notice 11.If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways: Feedback Form: at the Project Website

(https://www.ssethermal.com/keadby3) https://keadby3.consultation.ai/

via

Email: consultation@keadby3.co.uk Post: FREEPOST KEADBY 3 Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number.

 12.Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website. 13.Please note that all comments and representations must be

received by the Applicant no later than 5pm on Wednesday 20th January 2021.

Identify Lot 1
 Identify Lot 1</l

of the contact methods set out above.

SSE Generation Limited November 2020



Any item any price free online



APPENDIX 12.3: COMPLIANCE WITH REG 13

Addressee	Address	Also by e-mail to
The Company Secretary	Severn Trent	
	PO Box 409	
	Darlington	
	DL1 9WF	
	Severn Trent Water Limited	
	Severn Trent Centre	
	2 St John's Street	
	Coventry	
The Company Secretary		
	ES Pipelines	
	Bluebird House	
	Mole Business Park	
	Leatherhead	
	Surrey	
The Company Secretary		
	Scotland Gas Networks	
	Inveralmond House	
	200 Dunkeld Road	
	Perth	
The Company Secretary		
	Southern Gas Networks	<u>customer@sgn.co.uk</u>
	St Lawrence House	
	Station Approach	
	Horley	
	Surrey	
The Company Secretary	RH6 9HJ	
	Keadby Generation Limited	
	Keadby Power Station Trentside	
	Keadby	
	Scunthorpe	
The Company Secretary	DN17 3EF	
	Leep Electricity Networks Limited	
	The Greenhouse	
	Mediacityuk	
	Salford	
	United Kingdom	
The Company Secretary		
	The Electricity Network Company	
	Energy House	
	Woolpit Business Park	
	Windmill Avenue	
	Woolpit	
	Bury St. Edmunds	
	Suffolk	
	England	
The Company Secretary	1 -	
The company secretary	וויסט אטצ	

		1
	UK Power Distribution Limited	
	22-26 King Street	
	Kings Lynn	
	Norfolk	
The Company Secretary		
The Chief Executive	Natural England	consultations@naturalengland.
	Natural England Consultation	<u>org.uk</u>
	Service	
	Hornbeam House	
	Electra Way	
	Crewe Business Park	
	Crewe	
	Cheshire	
	CW1 6GJ	
The Chief Executive	Environment Agency	LNplanning@environment-
	Waterside Drive	agency.gov.uk;
	Almondsbury	annette.hewitson@environmen
	Bristol	t-agency.gov.uk
	BS32 4UD	
The Chief Executive		Danna Nausama @highuausan
The Chief Executive	Highways England (Yorkshire and	Donna.Newsome@highwaysen
	North-east)	<u>gland.co.uk</u>
	National Traffic Operations Centre	
	3 Ridgeway	
	Quinton Business Park	
	Birmingham B32 1AF	
The Chief Executive	Canal & River Trust	planning@canalrivertrust.org.u
	First Floor North Station House	<u>k;</u>
	500 Elder Gate	simon.tucker@canalrivertrust.o
	Milton Keynes	<u>rg.uk</u>
The Chief Executive	The Isle of Axholme and North	darren.cowling@Imdb.co.uk
	Nottinghamshire Water Level	
	Management Board	
	Wellington House	
	Manby Park	
	Manby	
	Louth	
	LN11 8UU	
The Chief Executive	The Crown Estate Commissioners	NSIP@thecrownestate.co.uk
	The Crown Estate	tion & theorownestate.co.uk
	1 St James's Market	
	London	
	SW1Y 4AH	
The Company Secretary		TownPlanningSE@NetworkRail.co.u
	Floor 5	
	1 Eversholt Street	
	London	

The Company Secretary	Vorkshiro Motor	stanbania waldan Quarkshirawatar an uk
The Company Secretary	Yorkshire Water	stephanie.walden@yorkshirewater.co.uk
	Western House	
	Western Way	
	Bradford	
	BD6 2LZ	
The Company Secretary	Energy Assets Pipelines Limited	info@energyassetsnetworks.co.uk
	Ship Canal House	
	98 King Street	
	Manchester	
	M2 4WU	
The Company Secretary		box.landandacquisitions@nationalgrid.com
	1-3 Strand	
	London	
	WC2N 5EH	
The Company Secretary	Energy Assets Networks	info@energyassetsnetworks.co.uk
	Ship Canal House	
	98 King Street	
	Manchester	
	United Kingdom	
	M2 4WU	
The Company Secretary	Northern Powergrid (Northeast)	property@northernpowergrid.com
	Limited	
	Lloyds Court	
	78 Grey Street	
	Newcastle Upon Tyne	
	NE1 6AF	
The Company Secretary	National Grid Electricity	anne.holdsworth@nationalgrid.
	Transmission PLC	<u>com;</u>
	1-3 Strand	box.landandacquisitions@natio
	London	nalgrid.com
	WC2N 5EH	
	Head of Planning	
	Development Control	Andrew.Law@northlincs.gov.uk
	North Lincolnshire Council	
	Church Square House	andrew.taylor@northlincs.gov.
	30-40 High Street	uk;_
	Scunthorpe	alison.williams@northlincs.gov.
	North Lincolnshire	uk
	DN15 6NL	planning@northlincs.gov.uk
	NSIP Consultations	NSIP.applications@hse.gov.uk
	Health and Safety Executive	
	Building 2.2	
	Redgrave Court	
	Merton Road	
	Bootle	
	Merseyside	
	L20 7HS	
	120 / 113	

The Chief Executive	National Health Service	angland contactus@nhs not
The Chief Executive		england.contactus@nhs.net
	Commissioning Board	
	PO Box 16728	
	Redditch	
	B97 9PT	
The Chief Executive	National Health Service North	nlccg.primarycaredirectorate@
	Lincolnshire Clinical Commisioning	nhs.net
	Group	
	Health Place	
	Wrawby Road	
	Brigg	
	North Lincolnshire	
	DN20 8GS	
The Chief Executive	Historic England	<u>e-</u>
	4th Floor	midlands@HistoricEngland.org.
	Cannon Bridge House	uk;
	25 Dowgate Hill	Tim.Allen@HistoricEngland.org.
	London	uk
	EC4R 2YA	
The Chief Executive	Humberside Fire and Rescue	BusinesssafetyNL@humberside
	Service Headquarters	fire.gov.uk;
	Summergroves Way	publicsafetycentre@humbersid
	Hull	efire.gov.uk
	East Yorkshire	
	HU4 7BB	
	The Police and Crime	Rachel.cook@humberside.pnn.
	Commissioner for Humberside	police.uk
	The Lawns	
	Harland Way	
	Cottingham	
	HU16 5SN	
The Parish Clerk	Keadby with Althorpe Parish	keadbywithalthorpeparishcoun
	Council	cil@yahoo.com
	18 Woodgarr Avenue,	
	Keadby,	
	Scunthorpe,	
	North Lincolnshire	
	DN17 3BZ	
The Parish Clerk	Crowle and Ealand Town Council	clerk@crowleandealandcouncil.
	Community Hub,	
	-	org
	52-54 High Street,	
	Crowle,	
	DN17 4LB	haltannarish Qarrail arm
	The Clerk	beltonparish@gmail.com
	Belton Parish Council	
	135 Westgate Road	
	Belton	
	Doncaster	
1	DN9 1QA	

The Chief Executive	Homes England	enquiries@homesengland.gov.
	One Friargate	uk
	Coventry	uk
	CV1 2GN	
The Chief Executive	Joint Nature Conservation	<u>communications@jncc.gov.uk</u>
	Committee	
	Monkstone House	
	City Road	
	Peterborough	
	PE1 1JY	
The Chief Executive	The Maritime and Coastguard	hullmo@mcga.gov.uk;
	Agency –	navigationsafety@mcga.gov.uk
	Humber	
	HM Coastguard Yorkshire and	
	Lincolnshire	
	Limekiln Lane	
	Bridlington	
	East Yorkshire	
	YO15 2LX	
The Chief Executive	Marine Management Organisation	marine.consents@marinemana
	(MMO)	gement.org.uk;
	Lancaster House	sarah.errington@marinemanag
	Hampshire Court	ement.org.uk;
	Newcastle upon Tyne	hope.armstrong@marinemana
	NE4 7YH	gement.org.uk
	United Kingdom	Sementiors.uk
The Company Secretary	-	Airspace@caa.co.uk
The company secretary	Directorate of Airspace Policy	<u>Anopace Courtonan</u>
	CAA House	
	45-59 Kingsway	
	London	
	WC2B 6TE	
	Head of Highways	highwaydevelopment@northlin
	North Lincolnshire Council –	
		cs.gov.uk
	Transport and Streets	
	Church Square House	
	30-40 High Street	
	Scunthorpe	
	North Lincolnshire	
	DN15 6NL	
The Chief Executive	Public Health England NSIP	Nsipconsultations@phe.gov.uk
	Consultations	
	Centre for Radiation	
	Chemical and Environmental	
	Chemical and Environmental Hazards	
	Hazards	
	Hazards Seaton House	

The Chief Executive Scunthorpe and Gainsborough	info@shiregroup-idbs.gov.uk
Water	
Management Board	
Shire Group of Internal Drainag	ge
Boards	
Epsom House	
Chase Park	
Redhouse Interchange	
Doncaster	
DN6 7FE	
The Chief Executive Doncaster East Internal Drainag	ge <u>darren.cowling@Imdb.co.uk</u>
Board	
Wellington House	
Manby Park	
Manby	
Louth Lincolnshire	
The Chief Executive Forestry Commission	yne@forestrycommission.gov.u
Forestry Commission Yorkshire	e <u>k</u>
and North East Area	
Foss House	
Kings Pool	
1-2 Peasholme Green	
York	
YO1 7PX	
Ministry of Defence – Safeguar	ding DIO-Safeguarding-
Defence Estates	Statutory@mod.gov.uk
Kingston Road	
Sutton Coldfield	
B75 7RL	
The Chief Executive Scunthorpe General Hospital	nlg-tr.enquiries@nhs.net
Cliff Gardens	
Scunthorpe	
North Lincolnshire	
DN15 7BH	
The Chief Executive Yorkshire Ambulance Service	alexis.percival@nhs.net;
National Health Service Trust	
	david.sanderson7@nhs.net
Trust Headquarters	
Brindley Way	
Wakefield 41 Business Park	
Wakefield	
WF2 0XQ	
	has an avvirian Ohigh way so an alam
The Chief Executive Highways England Historical	hreenquiries@highwaysenglan
The Chief Executive Highways England Historical Railways Estate	d.co.uk
Railways Estate	

		· · - ·
The Company Secretary	Associated British Ports	humber.general@abports.co.uk
	PO Box 1	
	Port House	
	Northern Gateway	
	Hull	
	HU9 5PQ	
The Company Secretary	Associated British Ports Humber	hesharbourmaster@abports.co.
	Estuary Services	uk
	Port Office	
	Cleethorpe Road	
	Grimsby	
	DN31 3LL	
The Company Secretary		sacha.rossi@nats.co.uk
		sacila.iossi@ilats.co.uk
	4000 Parkway	
	Whiteley	
	Fareham	
	Hants	
	PO15 7FL	
The Company Secretary		denise.stephenson@royalmail.c
	100 Victoria Embankment	<u>om;</u>
	London	daniel.parry-
	EC4Y 0HQ	jones@realestate.bnpparibas;
		hitrotman@hotmail.co.uk
The Company Secretary	Anglian Water	sPatience@anglianwater.co.uk;
	PO Box 4994	planningliaison@anglianwater.c
	Lancing	o.uk
	BN11 9AL	
The Company Secretary	Cadent Gas Limited	Tom.Bowling@cadentgas.com;
	Ashbrook Court Central Boulevard	plantprotection@cadentgas.co
	Prologis Park	<u>m;</u>
	Coventry	vicky.cashman@cadentgas.com
	CV7 8PE	vicky.cushinan@cuuchtgus.com
The Company Secretary	Last Mile Cas Limited	hello@energetics-uk.com
		neno@energetics-uk.com
	Fenick House Lister Way	
	Hamilton International Technology	
	Park	
	Glasgow	
	Scotland	
	G72 0FT	
The Company Secretary	ESP Connections Ltd	
	1st Floor, Bluebird House	
	Mole Business Park	
	Leatherhead	
	Surrey	
	United Kingdom	
	KT22 7BA	info@espug.com
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The Company Secretary GTC Pipelines Limited info@gtc-uk.co.uk
Energy House
Woolpit Business Park
Windmill Avenue
Bury St. Edmunds
England
IP30 9UP
The Company Secretary Independent Pipelines Limited
Energy House
Woolpit Business Park
Windmill Avenue info@gtc-uk.co.uk
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IP30 9UP
The Company Secretary Indigo Pipelines Limited <u>enquiries@indigopipelines.co.</u>
15 Diddenham Court <u>k</u>
Lambwood Hill
Grazeley
Reading
England
RG7 1JQ

The Company Secretary	Last Mile Gas Limited	plantenquiries@lastmile-
	Fenick House	uk.com
	Lister Way	
	Hamilton International Technology	
	Park	
	Glasgow	
	Scotland	
	United Kingdom	
	G72 0FT	
The Company Secretary	Murphy Gas Networks	mail@murphygroup.co.uk
	Hiview House	
	Highgate Road	
	London	
	United Kingdom	
	NW5 1TN	
Ine Company Secretary	Quadrant Pipelines Limited	info@gtc-uk.co.uk
	Synergy House Windmill Avenue	
	Woolpit	
	Bury St. Edmunds	
	England	
	IP30 9UP	
The Company Secretary	Scotland Gas Networks	customer@sgn.co.uk
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	Newbridge	
	Edinburgh	
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	EH28 8TG	
The Company Secretary		sustamar@sgn so.uk
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	St Lawrence House	
	Station Approach	
	Horley	
	Surrey	
	RH6 9HJ	
The Company Secretary	Eclipse Power Networks Limited	enquiries@eclipsepower.co.uk
	Olney Office Park	
	1 Osier Way	
	, Olney	
	Buckinghamshire	
	MK46 5FP	
The Company Secretary	ESP Electricity Limited	Vaughan.Carver@espug.com;
	1st Floor	info@espug.com
	Bluebird House	into we copug.com
	Mole Business Park	
	Leatherhead	
	Surrey	
	England	
1	КТ22 7ВА	

The Company Secretary	Fulcrum Electricity Assets Limited	enquiries@fulcrum.co.uk
	2 Europa View	
	Sheffield Business Park	
	Sheffield	
	England	
	S9 1XH	
The Company Secretary	Harlaxton Energy Networks	info@harlaxtonenergynetworks
	Limited	.com
	Toll Bar Road	
	Marston	
	Grantham	
	Lincs	
	United Kingdom	
	NG32 2HT	
The Company Secretary	Independent Power Networks	info@gtc-uk.co.uk
	Energy House	
	Woolpit Business Park	
	Windmill Avenue	
	Woolpit	
	Bury St. Edmunds	
	Suffolk	
	England	
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The Company Secretary	Last Mile Electricity Limited	info@lastmile-uk.com
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	Hamilton International Technology	
	Park	
	Glasgow	
	Scotland	
	G72 0FT	
The Company Secretary	Murphy Power Distribution	mail@murphygroup.co.uk
	Limited	
	Hiview House	
	Highgate Road	
	London	
	NW5 1TN	
The Company Secretary	UK Power Distribution Limited	
	6500 Daresbury Park	
	Daresbury	newconnections@ukpowerdistr
	Warrington	ibution.co.uk
	England	
	WA4 4GE	
The Company Secretary	Utility Assets Limited	assetrecords@utilityassets.co.u
	7 Laxton Close	k;
	Attleborough	asset.manager@utilityassets.co
	England	.uk
	NR17 1QY	

The Company Secretary	Vattenfall Networks Limited	idno.regulation@vattenfall.com
	First Floor	-
	1 Tudor Street	; idno.care@vattenfall.com;
		idno.operations@vattenfall.co
	London	m
	EC4Y OAH	
The Company Secretary		
	Northern Powergrid (Yorkshire) plc	
	Lloyds Court	
	78 Grey Street	
	Newcastle Upon Tyne	property@northernpowergrid.c
	NE1 6AF	<u>om</u>
	Head of Planning	planning@eastriding.gov.uk
	East Riding of Yorkshire Council	
	Planning Department	
	County Hall	
	Beverley	
	East Riding of Yorkshire	
	HU17 9BA	
	Head of Planning	
	Lincolnshire County Council	
	Planning Services	
	Lancaster House	
	36 Orchard Street	
	Lincoln	dev planningenquiries@lincoln
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		<u>shire.gov.uk</u>
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	Directorate of Development	
	Civic Office	
	Waterdale	
	Doncaster	tsi@doncaster.gov.uk;
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	DN1 3BU	<u>k</u>
	Head of Planning	
	Development Management	
	Nottinghamshire County Council	
	County Hall	
	Loughborough Road	
	West Bridgford	
	Nottingham	development.planning@nottscc
	NG2 7QP	.gov.uk
	Head of Planning	
	North East Lincolnshire Council	
	Planning	
	Oxford House	
	2 George Street	
	Grimsby	
	North East Lincolnshire	
	DN31 1HB	planning@nelincs.gov.uk

Head of Planning	
Bassetlaw District Council Planning	
Services	
Queens Buildings	
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Worksop	
Nottinghamshire	
S80 2AH	planning@bassetlaw.gov.uk
Head of Planning	
West Lindsey District Council	
Planning	
Guildhall	
Marshall's Yard	
Gainsborough	
Lincolnshire	planning.customer.care@west-
DN21 2NA	lindsey.gov.uk



APPENDIX 12.4: REG 13 LETTER

Date: 23 November 2020 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com

Name Address

Also by email to: (email address)

Dear Sir/Madam,

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

STAGE 2 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

SSE Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS toward the end of Quarter 1 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents, including a Preliminary Environmental Information Report ('PEIR') Report and a Non-Technical Summary ('NTS'). If you are receiving this letter in hard copy (paper) then a USB stick containing these documents will be enclosed along with a paper Location Plan. If you are receiving

Partners

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



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this letter via e-mail then the body of the e-mail will contain a fileshare link to download the documents, and a PDF attachment of the Location Plan. The Consultation Documents, and the range of alternative methods of obtaining these, are described further toward the end of this letter.

Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

Any comments and representations you may have on Keadby 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**. 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 'Duty to consult' 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 3.

Section 48 of the PA 2008 'Duty to publicise' 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 3 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 send a copy of that notice on the 'consultation bodies' and to any person notified to the applicant by the SoS under EIA Regulation 11(1)(c). No persons were notified to the Applicant under Regulation 11(1)(c).

You have also been identified as a consultation body for the purposes of EIA Regulation 13 and therefore a copy of the Section 48 Notice that is being published is appended to this letter.

The Applicant

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

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

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



The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 88 hectares.

The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

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

- a carbon capture enabled power station, comprising a Combined Cycle Gas Turbine ('CCGT') with integrated cooling infrastructure and Carbon Capture Plant ('CCP'), including compression equipment and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the 'Proposed Power and Carbon Capture ('PCC') Site');
- a natural gas pipeline from the existing National Grid Gas ('NGG') high pressure gas pipeline within the Project Site to supply the Proposed PCC Site, including an above ground installation ('AGI') for both NGG's and the Applicant's apparatus ('Gas Connection Corridor');
- electrical connection works to and from the existing National Grid 400kV Substation ('Electrical Connection Area to National Grid 400kV Substation') for the export of electricity;
- an electrical connection from the existing Northern Powergrid 132kV Substation ('Potential Electrical Connection to Northern Powergrid 132kV Substation') for supply of power to the PCC Site during start-up);
- water connection corridors, including:
 - a water intake within the Stainforth and Keadby Canal, which could be utilised for cooling water and make-up water subject to ongoing engagement with the Canal and Rivers Trust and Environment Agency ('Canal Water Abstraction Option');
 - in the event that water from the Stainforth and Keadby Canal is not available or there is insufficient capacity for provision of water for Keadby 3, an intake to provide cooling and make-up water from the River Trent ('River Water Abstraction Option');
 - o disposal of used cooling water to the River Trent ('Water Discharge Corridor');
 - towns water connection pipeline from existing water supply within the Keadby Power Station Site for potable water;
- an AGI for connection to third party CO₂ export infrastructure, including compression facilities;
- permanent access to the Project Site from A18 and means of permanent emergency access via Chapel Lane, including improvement works to existing routes;



- a new surface water drainage system comprising pond(s) and/or a tank or similar, including a new surface discharge connection to a drainage channel;
- associated development including:
 - o temporary construction and laydown areas including contractor facilities and parking;
 - temporary retention, improvement and use of an existing Waterborne Transport Offloading Area and Additional Abnormal Indivisible Load (AIL) Route;
 - o site preparation works;
 - o pipeline and cable connections between parts of the Project Site;
 - landscaping and biodiversity enhancement areas, internal access roads, roadways and footpaths;
 - o a permanent laydown and turnaround area for maintenance;
 - o gatehouses, security and fencing; and
 - o lighting.

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible for obtaining the consents for the CO_2 pipeline and geological store.

Why is Keadby 3 needed?

The UK has legislated to cut greenhouse gas emissions (including CO_2) to 'Net Zero' by 2050. This will require a major transition in how we generate and use energy.

The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the Country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Consultation Documents

The following Consultation 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 Site (Ref. PEIR Figure 3.1);
- the PEIR and its NTS; and
- the Section 48 Notice that is being published.

These Consultation Documents along with the Statement of Community Consultation, a community newsletter, and other documentation are available to view of download free of charge from the Project Website: https://www.ssethermal.com/keadby3 from Wednesday 25th November 2020 to 5pm on Wednesday 20th January 2021. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: consultation@keadby3.co.uk and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Responding to the Consultation

Comments can be submitted in the following ways:

By email: co.uk co.uk

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

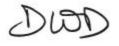
By telephone: Freephone 0800 211 8194 (This is a voicemail-based service and can be called 24 hours. Please leave your name and a telephone number)

Any comments and representations you may have on Keadby 3 should be submitted to the Applicant no later than **5pm on Wednesday 20th January 2021**.

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



Yours faithfully



DWD (Dalton Warner Davis LLP)

on behalf of SSE Generation Limited

Enclosures:

- Location Plan (paper, or PDF attached to e-mail)
- Section 48 Notice (paper, or PDF attached to e-mail)
- Other Consultation Documents (USB stick, or fileshare link in e-mail message body)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data for this Stage 2 Consultation

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice</u>.



APPENDIX 13.1: RE-CONSULTATION PRESCRIBED CONSULTEES

by 3 - Prescribed Consultees					Confirmation' = gave email address for email service on this project. References to 'SHBEC S56' indicate a recent project we led the S56 notification for in May 2020 in North East Lincolnshire.			This will be completed once Table 4 is finalis. We may seek to send both letters in the sam envelope/email if practical, and check conta addresses are consistent.
2 1: Prescribed Persons Consultee								
The Health and Safety	Verified Postal Address NSIP Consultations		Verfied email address received from s229 request NSIP.applications@hse.gov.uk	Unverified but acceptable e-mail addresses?	Email source Notes SHBEC s56. This email was also	E-mail, post or both? Email	EIA Reg 13 Body? Yes	Receiving a S44 letter too?
Executive	Health and Safety Executive Building 2.2 Redgrave Court Merton Road Bootle Merseyside L20 7HS	website.	isi appirationsense.gov.uk		requested in their response to PINS.			
The National Health	National Health Service Commissioning Board	Address from Reg 11 list and		england.contactus@nhs.net	SHBEC s56	Both	Yes	
Service Commissioning Board and the relevant Clinical Commissioning Group (CCG)	PO Box 16728 Redditch	website.						
The National Health	National Health Service North Lincolnshire	Address from Reg 11 list and		nlccg.primarycaredirectorate@nhs.net	Confirmed (asked for mail to go there) Both	Yes	
Service Commissioning Board and the relevant Clinical Commissioning Group (CCG)		website.						
Natural England	Natural England	Address from Reg 11 list.	consultations@naturalengland.org.uk		Email confirmation	Email	Yes	Yes
	Natural England Consultation Service Hornbeam House Electra Way Crewe Business Park Crewe Cheshire CW1 6GJ							
The Historic Buildings	Historic England	Address from Reg 11 list.	e-midlands@HistoricEngland.org.uk;		Email conifrmation	Email	Yes	
and Monuments Commission for England	4th Floor d Cannon Bridge House 25 Dowgate Hill London EC4R 2YA		<u>Tim.Allen@HistoricEngland.org.uk</u>					
The relevant fire and rescue authority	Humberside Fire and Rescue Service Headquarters Summergroves Way Hull East Yorkshire HU4 7BB	Address from Reg 11 list and website.	BusinesssafetyNL@humbersidefire.gov.uk; publicsafetycentre@humbersidefire.gov.uk		Email confirmation	Email	Yes	
The relevant police and crime commissioner	The Police and Crime Commissioner for Humberside The Lawns Harland Way Cottingham HU16 SSN	Address from Reg 11 list and website.	Rachel.cook@humberside.pnn.police.uk_		Email confirmation	Email	Yes	
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Keadby with Althorpe Parish Council 18 Woodgarr Avenue, Keadby, Scunthorpe, North Lincolnshire DN17 3BZ	Address from Reg 11 list and website.	keadbywithalthorpeparishcouncil@yahoo.com		Email confirmation	Email	Yes	
	Crowle and Ealand Town Council Community Hub, 52-54 High Street, Crowle, DN17 4LB	Address from Reg 11 list and website.	clerk@crowleandealandcouncil.org		Email confirmation	Email	Yes	
	The Clerk Belton Parish Council 135 Westgate Road Belton Doncaster DN9 10A	Address from Reg 11.		beltonparish@gmail.com_	Website	Both	Yes	
The Environment Agency	Environment Agency Waterside Drive Almondsbury Bristol BS32 4UD	Address from LOS.	LNplanning@environment-agency.gov.uk; annette.hewitson@environment-agency.gov.uk		Email confirmation	Email	Yes	Yes
Homes and Communities Agency	Homes England One Friargate Coventry CV1 2GN			enquiries@homesengland.gov.uk	s56 SHBEC	Both	Yes	

The Joint Nat Conservation Committee The Maritime Coastguard A Marine Mana Organisation	Monkstone House City Road Peterborough PE1 1JY ne and The Maritime and Coastguard		communications@jncc.gov.uk		Email confirmation	Email		
Committee The Maritime Coastguard A Marine Mana Organisation	City Road Peterborough PE1 11Y ne and The Maritime and Coastguard Agency Humber HM Coastguard Yorkshire and Limekiln Lane							
The Maritime Coastguard A Marine Mana Organisation	Peterborough PE1 1)Y ne and The Maritime and Coastguard Agency Humber HM Coastguard Yorkshire and Limekiln Lane							
Coastguard A Marine Mana Organisation	PE1 1JY ne and The Maritime and Coastguard Agency Humber HM Coastguard Yorkshire and Limekiln Lane							
Coastguard A Marine Mana Organisation	ne and The Maritime and Coastguard Agency Humber HM Coastguard Yorkshire and Limekiln Lane							
Coastguard A Marine Mana Organisation	Agency Humber HM Coastguard Yorkshire and Limekiln Lane		hulling One of the test test to the test of the test					
Marine Mana Organisation	HM Coastguard Yorkshire and Limekiln Lane	website.	hullmo@mcga.gov.uk; navigationsafety@mcga.gov.uk		Confirmation	Email	Yes	
Organisation	Limekiln Lane							
Organisation		Lincolnshire						
Organisation	Bridlington							
Organisation								
Organisation	East Yorkshire							
Organisation	YO15 2LX							
	nagement Marine Management Organis	tion (MMO) Address from Reg 11 and	marine.consents@marinemanagement.org.uk;		Confirmation (also add Tim Dixon)	Email	Yes	
	n Lancaster House	website.	sarah.errington@marinemanagement.org.uk;					
	Hampshire Court		hope.armstrong@marinemanagement.org.uk					
	Newcastle upon Tyne							
	NE4 7YH							
	United Kingdom							
Civil Aviation	n Authority Civil Aviation Authority	Address from Reg 11	Airspace@caa.co.uk		Confirmation	Email	Yes	
	Directorate of Airspace Policy							
	CAA House							
	45-59 Kingsway							
	London							
	WC2B 6TE							
The Highway		sport Address from website.		Khasru.Ali@dft.gov.uk	From reply	Both	No	
	Department for Transport							
	Great Minster House							
	33 Horseferry Road							
	London							
	SW1P 4DR							
	United Kingdom							
The Highway	ys Agency Highways England (Yorkshire	nd North-east) Address from website.	Donna.Newsome@highwaysengland.co.uk		Confirmed email	Email	Yes	Yes
	National Traffic Operations Ce	htre						
	3 Ridgeway							
	Quinton Business Park							
	Birmingham B32 1AF							
	t Highways Head of Highways	Address from website.			Preliminary list of consultees	Both	Yes	
Authority	North Lincolnshire Council – T	ansport and						
	Streets							
	Church Square House							
	30-40 High Street							
	Scunthorpe							
	North Lincolnshire							
	DN15 6NL			highwaydevelopment@northlincs.gov.uk				
The Canal and			t planning@canalrivertrust.org.uk;		Confirmation	Email	Yes	Yes
Trust	First Floor North Station Hous		simon.tucker@canalrivertrust.org.uk					
	500 Elder Gate							
	Milton Keynes							
Trinity House		Address from website.		enquiries@trinityhouse.co.uk	Website	Both	No	
	Tower Hill							
	London							
	EC3N 4DH							
	th England, Public Health England NSIP Co	Address from Reg 11	Nsipconsultations@phe.gov.uk		Confirmation	Email	Yes	
	e agency of Centre for Radiation	4						
the Departme Health		azarus						
Health	Seaton House London Road							
	Nottingham NG2 4LA							
The relevant		Address from LOS.	darren.cowling@Imdb.co.uk		Confirmation	Email	Yes	Yes
drainage boa			dan en ovringer maxicular					
anage DOa	Board							
	Wellington House							
	Manby Park							
	Manby							
	Louth							
	LN11 8UU							
	Scunthorpe and Gainsboroug	Water Address from Reg 11 and		info@shiregroup-idbs.gov.uk	Website	Both	Yes	
	Management Board	website.						
	Shire Group of Internal Draina							
	Epsom House							
	Chase Park							
	Redhouse Interchange							
	Doncaster							
	DN6 7FE							
	Doncaster East Internal Drain	ge Board Address from website. Reg 1	darren.cowling@Imdb.co.uk		Confirmation	Email	Yes	
	Wellington House	list gave same address as						
	Manby Park	above so this address covere	d					
	Manby	in any case.						
	Louth							
	Lincolnshire							
	LN11 8UU							
	nce forum Humber Emergency Planning	ervice Website only provides email.		heps@eastriding.gov.uk	Website	Email	No	
Local resilien	nce for an in provincer children gency Flamming							

The Crown Estate	The Crown Estate Commissioners	Address from website and		NSIP@thecrownestate.co.uk	SHBEC s56	Both	Yes	Yes
Commissioners	The Crown Estate	Reg 11.						
	1 St James's Market							
	London							
	SW1Y 4AH							
The Forestry	Forestry Commission	Address from Reg 11 list.	<u>yne@forestrycommission.gov.uk</u>		Confirmation	Email	Yes	
Commission	Forestry Commission Yorkshire and North East							
	Area							
	Foss House							
	Kings Pool							
	1-2 Peasholme Green							
	York							
	YO1 7PX							
The Secretary of State	Ministry of Defence – Safeguarding	Address from Reg 11 list.	DIO-Safeguarding-Statutory@mod.gov.uk		SHBEC s56	Email	Yes	
for Defence	Defence Estates							
	Kingston Road							
	Sutton Coldfield							
	B75 7RL							

 idby 3				
le 2: Statutory Undertaker	Address	Decision: e-mail service or postal service or both?	EIA Reg 13 Body? [i.e. is it in the PINS Reg 11 list]	
The National Health Service Commissioning Board	National Health Service England Commissioning Board PO Box 16728 Redditch B97 9PT	Both	Yes	
The relevant NHS Trust	Scunthorpe General Hospital Cliff Gardens Scunthorpe North Lincolnshire DN15 7BH	Both	Yes	
The relevant National Health Service Trust	Yorkshire Ambulance Service National Health Service Trust Trust Headquarters Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ	Email	Yes	
Railways	Network Rail Infrastructure Ltd Floor 5 1 Eversholt Street London NW1 2DN	Both	Yes	
	Highways England Historical Railways Estate	Email	Yes	-
Dock and Harbour authority	Associated British Ports PO Box 1 Port House Northern Gateway Hull	Both	Yes	
	Associated British Ports Humber Estuary Services Port Office Cleethorpe Road Grimsby DN31 3LL	Both	Yes	
	PD Ports Properties Limited 17-27 Queen's Square Middlesbrough TS2 1AH	Post	No	Y
	Pd Ports Services Limited 17-27 Queen's Square Middlesbrough TS2 1AH	Post	No	Y
	Railway Wharf (Keadby) Limited Valley House Valley Farm North Lane Swaby	Post	No	

eceiving a S44 letter too? [i.e. will they also receive a
andowner letter with title ref(s)]
es
es
C3
es
es

 1		8		
Licence Holder (Chapter 1	National Air Traffic Services	Both	Yes	
Of Part 1 Of	4000 Parkway			
Transport Act 2000)	Whiteley			
	Fareham			
	Hants			
	PO15 7FL			
Universal Service Provider	Royal Mail Group	Email	Yes	
	100 Victoria Embankment			
	London			
	EC4Y 0HQ			

The relevant water and se	ewageundertaker			
Anglian Water	Anglian Water	Email	Yes	
	PO Box 4994			
	Lancing			
	BN11 9AL			
Severn Trent Water	Severn Trent	Post	Yes	Yes
	PO Box 409			
	Darlington			
	DL1 9WF			
	Severn Trent Water Limited	Post	Yes	Yes
	Severn Trent Centre			
	2 St John's Street			
	Coventry			
	CV1 2LZ			
Yorkshire Water	Yorkshire Water	Both	Yes	Yes
	Western House			
	Western Way			
	Bradford			
	BD6 2LZ			
The relevant public gas tr	ransporter			
Cadent Gas Limited	Cadent Gas Limited	Email	Yes	
	Ashbrook Court Central Boulevard			
	Prologis Park			
	Coventry			
	CV7 8PE			
Energy Assets Pipelines	Energy Assets Pipelines Limited	Both	Yes	Yes
Limited	Ship Canal House			
	98 King Street			
	Manchester			
	M2 4WU			
ES Pipelines Ltd	ES Pipelines	Post	Yes	
	Bluebird House			
	Mole Business Park			
	Leatherhead			
	Surrey			
	KT22 7BA			

Yes
Yes
Vec
Yes
Yes

Fulcrum Pipelines Limited	Fulcrum Pipelines Limited	Email	Yes	
	2 Europa View			
	Sheffield Business Park			
	Sheffield			
	United Kingdom			
	S91 1XH			
Harlaxton Gas Networks	Harlaxton Gas Networks Limited	Both	Yes	
Limited	Toll Bar Road	both		
	Marston			
	Grantham			
	Lincs			
	United Kingdom			
CTC Distalia es Listita d	NG32 2HT	D-th		
GTC Pipelines Limited	GTC Pipelines Limited	Both	Yes	
	Energy House			
	Woolpit Business Park			
	Windmill Avenue			
	Bury St. Edmunds			
	England			
	IP30 9UP			
Independent Pipelines	Independent Pipelines Limited	Both	Yes	
Limited	Energy House			
	Woolpit Business Park			
	Windmill Avenue			
	Bury St. Edmunds			
	England			
	IP30 9UP			
Indigo Pipelines Limited	Indigo Pipelines Limited		Yes	
	15 Diddenham Court			
	Lambwood Hill			
	Grazeley	Email		
	Reading			
	England			
	RG7 1JQ			
	Murphy Gas Networks	Both	Yes	
Limited	Hiview House			
	Highgate Road			
	London			
	United Kingdom			
	NW5 1TN			
Quadrant Pipelines	Quadrant Pipelines Limited	Both	Yes	
Limited	Synergy House Windmill Avenue			
	Woolpit			
	Bury St. Edmunds			
	England			
National Grid Gas Plc	National Grid Gas PLC	Email	Yes	
	1-3 Strand			
	London			
	WC2N 5EH			
Scotland Gas Networks Plc		Both	yes	
	Axis House 5 Lonehead Drive			
	Newbridge			
	Edinburgh			
	Scotland			
	EH28 8TG			

Yes

	1		
	Post	yes	
200 Dunkeld Road			
Perth			
PH1 3AQ			
Southern Gas Networks	Both	Yes	
St Lawrence House			
Station Approach			
Horley			
Surrey			
erator withCPO Powers			
	Post	Yes	
	Post	Yes	
•			
	Both	Vec	
-			
	Dath	Vez	
<i>c,</i>	Both	res	Yes
	-		
-	Both	Yes	
S9 1XH			
	Both	Yes	
Harlaxton Energy Networks Limited	Both	105	
Harlaxton Energy Networks Limited Toll Bar Road	Both		
•.	Both		
Toll Bar Road	Both		
Toll Bar Road Marston	Both		
Toll Bar Road Marston Grantham	Both		
	Inveralmond House 200 Dunkeld Road Perth PH1 3AQ Southern Gas Networks St Lawrence House Station Approach Horley Surrey RH6 9HJ erator withCPO Powers Keadby Developments Limited Sse Plc Keadby Power Station Trentside Keadby Scunthorpe DN17 3EF Keadby Generation Limited Keadby Generation Limited Keadby Power Station Trentside Keadby Scunthorpe DN17 3EF Eclipse Power Networks Limited Olney Office Park 1 Osier Way Olney Buckinghamshire MK46 5FP Energy Assets Networks Ship Canal House 98 King Street Manchester United Kingdom M2 4WU Fulcrum Electricity Assets Limited 2 Europa View Sheffield Business Park Sheffield England	Inveralmond House 200 Dunkeld Road Perth PhT1 3AQ Southern Gas Networks St Lawrence House Station Approach Horley Surrey Ref 9HJ erator withCPO Powers Keadby Developments Limited Sse Pic Keadby Developments Limited Sse Pic Keadby Power Station Trentside Keadby Scunthorpe DN17 3EF Eclipse Power Networks Limited Dlney Office Park 1 Osier Way Olney Buckinghamshire MK46 SFP Energy Assets Networks Ship Canal House S3 King Street United Kingdom M2 4WU Fulcrum Electricity Assets Limited Sheffield England	Inversional House 20 Dunkid Road Perth H1 3AQ Suthern Gas Networks St Lawrence House Station Approach Horley Station Approach Horley Wirky Wirks Readby Developments Umited Readby Developments Umited Readby Cover Station Trentside Keadby Sumer Station Trentside Keadby Power Stati

Yes

Independent Power	Independent Power Networks	Both	Yes	
Networks Limited	Energy House			
	Woolpit Business Park			
	Windmill Avenue			
	Woolpit			
	Bury St. Edmunds			
	Suffolk			
	England			
	IP30 9UP			
Leep Electricity Networks		Post	Yes	Yes
Limited	The Greenhouse			
	Mediacityuk			
	Salford			
	United Kingdom			
	M50 2EQ			
Murphy Power	Murphy Power Distribution Limited	Both	Yes	
Distribution Limited	Hiview House			
	Highgate Road			
	London			
	NW5 1TN			
The Electricity Network	The Electricity Network Company	Post	Yes	
Company Limited	Energy House			
	Woolpit Business Park			
	Windmill Avenue			
	Woolpit			
	Bury St. Edmunds			
	Suffolk			
	England			
	IP30 9UP			
UK Power Distribution	UK Power Distribution Limited	Both	Yes	
Limited	6500 Daresbury Park			
	Daresbury			
	Warrington			
	England			
	WA4 4GE			
	UK Power Distribution Limited	Post	Yes	
	22-26 King Street			
	Kings Lynn			
	Norfolk			
	PE30 1HJ			
Utility Assets Limited	Utility Assets Limited		Yes	
	7 Laxton Close			
	Attleborough	Both		
	England			
	NR17 1QY			
Vattenfall Networks	Vattenfall Networks Limited		Yes	
Limited	First Floor			
	1 Tudor Street	Both		
	London			
	EC4Y OAH			
Northern Powergrid	Northern Powergrid (Northeast) Limited	Email	Yes	
(Northeast) Limited	Lloyds Court			
	78 Grey Street			
	Newcastle Upon Tyne			
	NE1 6AF			

Northern Powergrid	Northern Powergrid (Yorkshire) plc	Email	Yes	Ye
(Yorkshire & North	Lloyds Court			1
Lincolnshire) plc	78 Grey Street			1
	Newcastle Upon Tyne			1
	NE1 6AF			
National Grid Electricity	National Grid Electricity Transmission PLC	Email	Yes	Ye
Transmission Plc	1-3 Strand			1
	London			1
	WC2N 5EH			1

Yes

Yes

dby 3									
e 1: Prescribed Persons	Address	Address source	Council Type	Verified Email address	Unverfieid email address	Notes	Decision: e-mail service or postal service or both?	EIA Reg 13 Body? [i.e. is it in the PINS Reg 11 list]	Receiving a S44 letter too? [i.e. will they also receive landowner letter with title ref(s)]
ocal Authority	Address	Address source	council type		Onverneid email address		Email	Yes	Yes
	North Lincolnshire Council								
	c/o Head Of Legal And Democratic Services								
	Pittwood House			Andrew.Law@northlincs.gov.uk;					
	Ashby Road			andrew.taylor@northlincs.gov.uk;					
North Lincolnshire	Scunthorpe	Address taken from		alison.williams@northlincs.gov.uk_					
Council	DN16 1AB	LOS.		planning@northlincs.gov.uk_					
								None required as we have a verified email address for	Yes
	Head of Planning							service	
	Development Control								
	North Lincolnshire Council								
	Church Square House								
	30-40 High Street								
	Scunthorpe								
	North Lincolnshire	Address from Reg							
	DN15 6NL	11 list.							
	Head of Planning					Preliminary list	Both	Yes	
i i	East Riding of Yorkshire					of consultees			
1	Council								
	Planning Department								
	County Hall								
	Beverley								
East Riding of Yorkshire	East Riding of Yorkshire	Address from Reg							
Council	HU17 9BA	11 list.			planning@eastriding.gov.uk				
						Confirmation	Email	Yes	
	Head of Planning								
	Lincolnshire County Council								
	Planning Services								
	Lancaster House								
	36 Orchard Street								
Lincolnshire County	Lincoln	Address from Reg							
Council	LN1 1XX	11 list.		dev_planningenquiries@lincolnshire.gov.uk			Const.	No.	
	Head of Planning						Email	Yes	
	Doncaster Council								
	Directorate of Development								
	Civic Office								
	Waterdale								
	Doncaster								
Doncaster Metropolitan		Address from Reg							
Borough Council	DN1 3BU	11 list.		tsi@doncaster.gov.uk; alicia.murray@doncaster.gov.uk		Confirmation			
							Email	Yes	
	Head of Planning								
	Development Management								
	Nottinghamshire County								
	Council								
	County Hall								
	Loughborough Road West Bridgford								
Nottinghamshire	Nottingham	Address from Reg							
County Council	NG2 7QP	11 list.		development.planning@nottscc.gov.uk		Confirmation			
	Head of Planning						Email	Yes	
	North East Lincolnshire								
	Council Planning								
	Oxford House								
	2 George Street			planning@nelincs.gov.uk					
	Grimsby								
	North East Lincolnshire	Address from Reg							
Council	DN31 1HB	11 list.							
	Head of Planning						Both	Yes	
	Bassetlaw District Council								
	Planning Services								
	Queens Buildings								
	Potter Street								
Passation District	Worksop	Address from Do				Dealississes			
Bassetlaw District Council	Nottinghamshire S80 2AH	Address from Reg 11 list.			planning@baccotlaw.gov.uk	Preliminary list of consultees			
Council	S80 2AH Head of Planning	11 1151.			planning@bassetlaw.gov.uk	or consultees	Email	Vor	
	West Lindsey District							Yes	
	Council Planning								
	Guildhall								
	Marshall's Yard								
	Gainsborough								
	Guillabollough			1	1		1	1	1
West Lindsey District	Lincolnshire	Address from Reg							



APPENDIX 13.2: RE-CONSULTATION SECTION 44 CONSULTEES

Salutation	Party	Address	Title Number	Land Description	Email Address		Letter Type
The Company	Associated Waterway	17-27 Queen's Square	HS111859	land lying to the west of		Post	1
Secretary	Services Limited	Middlesbrough		Trentside, Keadby,			
		TS2 1AH		Scunthorpe			
		-					
The Company	British Telecommunications	81 Newgate Street	Non-HMLR interest	Part of Trent Side,	networkalterationsuk@openreach.co.uk	Email	1
Secretary	Public Limited Company	London		Keadby, Scunthorpe			
		EC1A 7AJ	Non-HMLR interest				
				Land at Keadby Wharf			
			Non-HMLR interest				
				Part of Trent Side,			
			Non-HMLR interest	Keadby, Scunthorpe			
				Land on the east side of			
				Trentside, Keadby			
The Chief Executive	Canal & River Trust	First Floor	Non-HMLR interest	land lying to the west of	susannah.rackstraw@canalrivertrust.org.u	E-mail	2
The Chief Executive		North Station House	NON-HIVILK INTEREST			EIIIdii	Z
				Trentside, Keadby,	<u>k</u>		
		500 Elder Gate	Non-HMLR interest	Scunthorpe			
		Milton Keynes	116257260	for a share and had a faller			
		МК9 1ВВ	HS357260	foreshore and bed of the			
				River Trent, Keadby			
			HS358362				
				part of Stainforth and			
				Keadby Canal on the			
				south side of Bonnyhale			
				Road, Ealand, Scunthorpe			
				part of Stainforth and			
				Keadby Canal on the			
				south side of Bonnyhale			
				Road, Ealand, Scunthorpe			
1							

The Chief Executive	Environment Agency	Waterside Drive	Non-HMLR interest	foreshore and bed of the	Roger.Morris@environment-	Email	2
		Almondsbury		River Trent, Keadby	agency.gov.uk		
		Bristol	Non-HMLR interest				
		BS32 4UD		part of Stainforth and			
			HS372002	Keadby Canal on the			
				south side of Bonnyhale			
			HS371900	Road, Ealand, Scunthorpe			
				Land at Hatfield Waste			
				Drain, Land at North			
				Engine Drain, Land at			
				River Torne and Land at			
				Three Rivers, Crowle			
				land at River Torne, land			
				at Hatfield Waste Drain,			
				land at Three Rivers, land			
				at North Engine Drain			
				and land at South Engine			
				Drain, Crowle,			
				Scunthorpe			
Jonathan Belton Wright	Jonathan Belton Wright	South Pilfrey Farm Crowle Scunthorpe DN17 4DH	HS323088	Pilfrey Farm, Crowle, Scunthorpe (DN17 4DH)	jachapmanfarms@btinternet.com	Email	1
The Company Secretary	Mammoet UK Limited	Beatrix House Tyne View Terrace Wallsend NE28 6SG	Unregistered	Land at Keadby Wharf	N/A	Post	1

The Chief Executive	North LincoInshire Council	c/o Head Of Legal And Democratic Services Pittwood House Ashby Road Scunthorpe DN16 1AB	Non-HMLR interest Non-HMLR interest Unregistered HS334213 Non-HMLR interest Unregistered Unregistered Unregistered	land lying to the west of Trentside, Keadby, Scunthorpe Land at Keadby Wharf Part of Trent Side, Keadby, Scunthorpe Land on the east side of Trentside, Keadby land adjoining The River Trent, Keadby, Scunthorpe Grass verge at A18 north of River Torne, west of Althorpe Part of road (A18) north of River Torne, west of Althorpe Land north of River Torne, west of Althorpe	<u>Chris.Fairbrother@northlincs.gov.uk</u>	Email	2
The Company Secretary	Northern Powergrid (Yorkshire) plc	Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF	Non-HMLR interest	Land and Buildings on the East and West side of Chapel Lane, Keadby	N/A	Post	2
The Company Secretary	PD Port Services Limited	17-27 Queen's Square Middlesbrough TS2 1AH	Non-HMLR interest	land lying to the west of Trentside, Keadby, Scunthorpe	Michael.Dowson@pdports.co.uk	Email	1
The Company Secretary	Pd Ports Properties Limited	17-27 Queen's Square Middlesbrough TS2 1AH	HS383606	land lying to the west of Trentside, Keadby, Scunthorpe	Michael.Dowson@pdports.co.uk	Email	1
The Company Secretary	Railway Wharf (Keadby) Limited	Valley House Valley Farm North Lane Swaby Alford LN13 OBD	Unregistered HS392255	Land at Keadby Wharf land adjoining The River Trent, Keadby, Scunthorpe	johnswharton@aol.com	Email	1

The Company Secretary	Severn Trent Water	Severn Trent Centre 2 St John's Street Coventry CV1 2LZ	Non-HMLR interest Non-HMLR interest Non-HMLR interest	land lying to the west of Trentside, Keadby, Scunthorpe Land at Keadby Wharf land adjoining The River Trent, Keadby, Scunthorpe	N/A	Post	2
The Chief Executive	The Queen's Most Excellent Majesty In Right Of Her Crown	1 St James's Market London SW1Y 4AH	HS358424 HS346550	land adjoining The River Trent, Keadby, Scunthorpe Land and Foreshore Of River Trent, Keadby, Scunthorpe	Land Agents - Carter Jonas guy.harmer@carterjonas.co.uk benjamin.cocker@carterjonas.co.uk	Email	2
The Company Secretary	W. H. Strawson (Notts.) Limited	The Farm Office Blyborough Hall Blyborough Gainsborough DN21 4HB	HS161629	Curlews Farm, Crowle	N/A	Post	1
The Company Secretary	Yorkshire Water	Western House Halifax Road Bradford BD6 2SZ	Non-HMLR interest	Part of Trent Side, Keadby, Scunthorpe Land at Keadby Wharf	N/A	Post	2
The Chief Executive	Scunthorpe Sea Cadets Keadby Boat Station Chapel Lane Keadby DN17 2HG	N/A	land lying to the west of Roe Farm, Keadby, Scunthorpe, DN17 3ER	Access only Tenant	info@ms-sc.org; clare.delaloe@cadetmail.mod.uk	Both	1



APPENDIX 13.3: RE-CONSULTATION NON-PRESCRIBED CONSULTEES

Keadby 3				1		Confirmation' = gave email address for email service			This will be completed once Table 4 is finalised. We
						on this project.			may seek to send both letters in the same
									envelope/email if practical, and check contact
						References to 'SHBEC 556' indicate a recent project			addresses are consistent.
						we led the S56 notification for in May 2020 in North			
						East Lincolnshire.			
Table 5: Non Prescribed (volu	ntarily consulting these parties) Consultee	Verified Postal Address		Verfied email address received from s229 request	Unverified but acceptable e-mail addresses?		5 7 1 1 1 X	EIA Reg 13 Body?	Receiving a S44 letter too?
NO	Lincolnshire Wildlife Trust	Uncolnshire Wildlife Trust	How was address sourced Address from website.	Verfied email address received from \$229 request	info@lincstrust.co.uk: CSterling@lincstrust.co.uk	Email source Notes Website	E-mail, post or both? Email only as we are not under an obligation to veri		Receiving a 544 letter too?
	Direction and the Wildlife Hoat	Lincolnshire Wildlife Trust	Address from Website.		integeringen astronom, ender in gevinnen astronom.	Website	under s229 for non stat consultee	iy no	140
		Banovallum House							
		Manor House Street							
		Horncastle							
		Lincolnshire							
		LN9 5HF							
		Doncaster Sheffield Airport Limited		kmoran@flydsa.co.uk; safeguarding@flydsa.co.uk					
		Venus Building 1 Old Park Lane							
		Traffordcity							
		Manchester							
	Doncaster Sheffield Airport	England M41 7HA				Confirmation	Email		
	Doncaster Sneffield Airport	M41 /HA Sandtoft Airfield	Companies house.		a alara di lon an olo	Confirmation	Email		
		Sandtoft Road			e-plane@live.co.uk				
		Belton							
	Sandtoft Airport	DN9 1PN	Address from website.				Both		
		Humberside International Airport Limited		safeguarding@humbersideairport.com					
		Redhill Aerodrome							
		Kings Mill Lane							
		Redhill							
		Surrey							
		England							
	Humberside Airport	RH1 5JZ NPAS	Companies house. Website gives different address.			Confirmation	Email		
		West Yorkshire Police HQ		npas.obstructions@npas.pnn.police.uk					
		PO Box 9							
		Wakefield							
	National Police Air Service	WE1 3OP	Address from website.			Confirmation	Email		
		Yorkshire Air Ambulance							
		10 South Lane							
		Elland							
	Yorkshire Air Ambulance	HX5 0HQ	Address from charity commission.		info@yaa.org.uk_		Both		
		LINCOLNSHIRE AND NOTTS AIR AMBULANCE							
		LNAACT HOUSE BENTLEY DRIVE							
		BRACEBRIDGE HEATH			1				
	Lincolnshire and Notts Air	LINCOLN			1				
	Ambulance	LINCOLINSHIRE LN4 2QW	Address from charity commission.		info@ambucopter.org.uk		Both		
	Amounde	THE CHILDREN'S AIR AMBULANCE	wateress normanity commission.		mo@amodcopter.org.ok		2001		
		BLUE SKIES HOUSE			1				
		BUTLERS LEAP			1				
		RUGBY			1				
		WARWICKSHIRE			1	Responded from this email but did not confirm if			
	The Children's Air Ambulance	CV21 3RQ	Address from charity commission.		contact@theairambulanceservice.org.uk	acceptable.	Both		
		Leeds Bradford Airport Limited							
		Leeds Bradford Airport							
		Leeds LS19 7TU				last an entry of the second second			
L	Leeds Bradford Airport	1519 / 10	Companies House/website.	1	safeguarding@lba.co.uk	[https://www.leedsbradfordairport.co.uk/about-leed	de Post	1	1



APPENDIX 13.4: RE-CONSULTATION S42 LETTERS

Date: 30 March 2021 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

[Name] [Address 1] [Address 2] [Town] [City] [Postcode]

By email to: [email address]

Dear Sir or Madam

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

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

Keadby Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS during Quarter 2 of 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Section 42 Update Consultation

Section 42 of the PA 2008 'Duty to consult' 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

Partners

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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.

We undertook our Stage 2 Consultation between November 2020 and January 2021. At the start of our Stage 2 Consultation, all section 42 consultees identified at that time were issued with a 'Section 42 Letter' from SSE Generation Limited accompanied by a USB device containing the 'Consultation Documents' relating to the Project, including a Preliminary Environmental Information ('PEI') Report, and asked to provide any comments by 20 January 2021. All the information issued as part of the Stage 2 Consultation can still be accessed via www.ssethermal.com/keadby3/.

After consideration of the responses received to the Stage 2 Consultation, and further project development, minor changes to the Project are proposed at the following locations, which can be seen on the enclosed 'Order Limits (March 2021 Update)' plan

Area A – Additional Area for Landscaping and Biodiversity Provision

Area B – Additions and Reductions in Area for the A18 Junction Improvement Option

Area C – Additional Oversail Area in River Trent, Additional Area for Highway Access and Repositioned Private Additional Abnormal Indivisible Load (AIL) Route

There are also minor changes involving reductions in land areas, labelled D-F on that plan. All changes (A-F) are described within the enclosed 'Preliminary Environmental Information Report Addendum'.

As a consequence of a corporate restructuring the applicant will now be Keadby Generation Limited in place of SSE Generation Limited. Both companies are owned by SSE plc.

We are issuing this letter because we have identified that you may be an affected/potentially affected landowner with land interests within or adjoining Area A, Area B, Area C, or some/all of these. The Applicant therefore wishes to seek your views on the Project. Our review of title and Land Registry information has identified the relevant interest(s) to be as follows:

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

If you have any comments on the changes in the vicinity of Area A, Area B, Area C, or any matters in the enclosed Preliminary Environmental Information Report Addendum, these can be submitted in the following ways:

By email: consultation@keadby3.co.uk

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



By telephone: Freephone 0800 211 8194 (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 should be submitted to the Applicant no later than Saturday 1 May 2021. It is not necessary to re-submit comments previously provided in response to the Section 42 letter sent in November in relation to the Project. These have been and will be considered by the Applicant.

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

If you would like assistance with identifying the land that may potentially be affected, please contact:

Greg Eacock (Land Referencer, Ardent Management)

Mobile: +44 (0)7824 112134

E: gregeacock@ardent-management.com

Whilst the above land interest information is considered up to date at the time of writing, the identification of interests in the land potentially affected by the Project is an ongoing process. This process will be finalised prior to the DCO application being submitted. However, if you think you no longer have an interest in the land, please contact the Applicant using the details provided toward the end of this letter.

Further information and Consultation Documents

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents.

The Consultation Documents, and the range of alternative methods of obtaining these, are as follows:

- 'Location Plan (March 2021 Update)' showing the extent of the Project Site edged in red and the development areas of the Site (Ref. Figure 1.1);
- 'Order Limits (March 2021 Update)' plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled (Ref. Figure 3.1);
- Aerial Photo of the Order Limits (March 2021 Update) plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled, overlaid on aerial imagery (Ref. Figure 3.2);
- Preliminary Environmental Information Report Addendum (Document Ref. 1.1, March 2021)
- Plan of Indicative Work Areas Referred to in the PEI Addendum (March 2021) (Ref. Figure 3.3)
- the PEIR and its NTS (November 2020); and
- the Section 48 Notice that is being published (March 2021).



If you are receiving this letter in hard copy (paper) then a paper Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021) are enclosed, along with a USB stick containing the PEIR and its NTS (November 2020). If you are receiving this letter via e-mail then the body of the e-mail will contain PDF attachments of the Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021), and a fileshare link to download the PEIR and its NTS (November 2020).

These Consultation Documents along with documentation previously issued in relation to the Project are available to view of download free of charge from the Project Website: <u>https://www.ssethermal.com/keadby3</u>. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: <u>consultation@keadby3.co.uk</u> and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Applicant

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

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

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

The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares.

The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

• a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning



compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the **Proposed Power and Carbon Capture (PCC) Site**);

- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);
 - In the event that the canal abstraction option is not available, works to the existing cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
 - Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
- associated development including:
 - surface water drainage systems;



- o pipeline and cable connections between parts of the site;
- hard standings and hard landscaping;
- o soft landscaping, including bunds and embankments;
- external lighting, including lighting columns;
- gatehouses and weighbridges;
- o closed circuit television cameras and columns and other security measures;
- site preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;
- o accesses, roads, roadways and vehicle and cycle parking;
- o pedestrian and cycle routes; and
- o permanent laydown and turnaround areas for maintenance;

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible for obtaining consents for the CO_2 pipeline and geological store.

Why is Keadby 3 needed?

The UK has legislated to cut greenhouse gas emissions (including CO_2) to 'Net Zero' by 2050. This will require a major transition in how we generate and use energy.

The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the Country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 was made available during the Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('NTS'). A 'Preliminary Environmental Information Report Addendum' document is provided for this March 2021 Section 42 Consultation and explains any likely effects of



the changes at Areas A-C and some reductions in landtake elsewhere within the Site by signposting relevant parts of the PEIR.

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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Recap on Responding to this Consultation

While there is no need to re-submit comments or representations previously made, any comments or representations you may have should be submitted to the Applicant no later than Saturday 1 May 2021.

Yours faithfully,

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

Enclosures:

- Location Plan (March 2021 Update), Order Limits (March 2021 Update), Aerial Photo of the Order Limits (March 2021 Update),, and Preliminary Environmental Information Report Addendum (paper, or PDF attached to e-mail)
- The PEIR and its NTS (November 2020) (USB stick, or via secure fileshare link in: https://dwd.ctit.co/url/keadby3consultation)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation and the March 2021 Publicity of the Draft Application and Targeted Re-consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice/</u>

Date: 30 March 2021 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

[Name] [Address 1] [Address 2] [Town] [City] [Postcode]

By email to: [email address]

Dear Sir or Madam

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

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Area B – Additions and Reductions in Area for the A18 Junction Improvement Option

Area C – Additional Oversail Area in River Trent, Additional Area for Highway Access and Repositioned Private Additional Abnormal Indivisible Load (AIL) Route

There are also minor changes involving reductions in land areas, labelled D-F on that plan. All changes (A-F)are described within the enclosed 'Preliminary Environmental Information Report Addendum'.

As a consequence of a corporate restructuring the applicant will now be Keadby Generation Limited in place of SSE Generation Limited. Both companies are owned by SSE plc.

We are issuing this letter because it has been determined that you or your organisation is, or may be, a 'prescribed person' for the purposes of Section 42 and that, while having previously been consulted under Section 42 during our Stage 2 Consultation, you or your organisation may be interested in the changes proposed in the vicinity of Area A, Area B, Area C, or some/all of these. The Applicant therefore wishes to seek your views on the Project.

If you have any comments on the changes in the vicinity of Area A, Area B, Area C, or any matters in the enclosed Preliminary Environmental Information Report Addendum, these can be submitted in the following ways:

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Further information and Consultation Documents

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- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);



- In the event that the canal abstraction option is not available, works to the existing cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
- Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - o compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
- associated development including:
 - surface water drainage systems;
 - pipeline and cable connections between parts of the site;
 - hard standings and hard landscaping;
 - o soft landscaping, including bunds and embankments;
 - external lighting, including lighting columns;
 - gatehouses and weighbridges;
 - o closed circuit television cameras and columns and other security measures;
 - site preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;
 - o accesses, roads, roadways and vehicle and cycle parking;
 - pedestrian and cycle routes; and
 - o permanent laydown and turnaround areas for maintenance;

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible for obtaining consents for the CO_2 pipeline and geological store.



Why is Keadby 3 needed?

The UK has legislated to cut greenhouse gas emissions (including CO_2) to 'Net Zero' by 2050. This will require a major transition in how we generate and use energy.

The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the Country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 was made available during the Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('NTS'). A 'Preliminary Environmental Information Report Addendum' document is provided for this March 2021 Section 42 Consultation and explains any likely effects of the changes at Areas A-C and some reductions in landtake elsewhere within the Site by signposting relevant parts of the PEIR.

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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Recap on Responding to this Consultation

While there is no need to re-submit comments or representations previously made, any comments or representations you may have should be submitted to the Applicant no later than Saturday 1 May 2021.



Yours faithfully,

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

Enclosures:

- Location Plan (March 2021 Update), Order Limits (March 2021 Update), Aerial Photo of the Order Limits (March 2021 Update), and Preliminary Environmental Information Report Addendum (paper, or PDF attached to e-mail)
- The PEIR and its NTS (November 2020) (via secure fileshare link: https://dwd.ctit.co/url/keadby3consultation)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation and the March 2021 Publicity of the Draft Application and Targeted Re-consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice/</u>

Date: 30 March 2021 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

[Name] [Address 1] [Address 2] [Town] [City] [Postcode]

By email to: [email address]

Dear Sir or Madam

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

REGULATION 13 'PRE-APPLICATION PUBLICITY UNDER SECTION 48 (DUTY TO PUBLICISE)' OF THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

Keadby Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS during Quarter 2 of 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Publicity of Draft Application

As a consequence of a corporate restructuring the applicant will now be Keadby Generation Limited in place of SSE Generation Limited. Both companies are owned by SSE plc.

Partners

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





We are issuing this letter because it has been determined that you or your organisation is an EIA consultee and we are required to issue you with a Section 48 notice publicising the proposed application.

In addition to being issued with the Section 48 notice, you may make comments on the minor changes proposed at the following locations, compared to the proposals in our Stage 2 Consultation held between November 2020 and January 2021, which can be seen on the enclosed 'Order Limits (March 2021 Update)' plan:

Area A – Additional Area for Landscaping and Biodiversity Provision

Area B – Additions and Reductions in Area for the A18 Junction Improvement Option

Area C – Additional Oversail Area in River Trent, Additional Area for Highway Access and Repositioned Private Additional Abnormal Indivisible Load (AIL) Route

There are also minor changes involving reductions in land areas, labelled D-F on that plan. All changes (A-F) are described within the enclosed 'Preliminary Environmental Information Report Addendum'. Comments can be submitted in the following ways:

By email: consultation@keadby3.co.uk

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

By telephone: Freephone 0800 211 8194 (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 should be submitted to the Applicant no later than Saturday 1 May 2021. It is not necessary to re-submit comments previously provided in response to the Section 42 letter sent in November in relation to the Project. These have been and will be considered by the Applicant.

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

Further information and Consultation Documents

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents.

The Consultation Documents, and the range of alternative methods of obtaining these, are as follows:

- 'Location Plan (March 2021 Update)' showing the extent of the Project Site edged in red and the development areas of the Site (Ref. Figure 1.1);
- 'Order Limits (March 2021 Update)' plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled (Ref. Figure 3.1);



- Aerial Photo of the Order Limits (March 2021 Update) plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled, overlaid on aerial imagery (Ref. Figure 3.2);
- Preliminary Environmental Information Report Addendum (Document Ref. 1.1, March 2021)
- Plan of Indicative Work Areas Referred to in the PEI Addendum (March 2021) (Ref. Figure 3.3)
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If you are receiving this letter in hard copy (paper) then a paper copy of the plans referred to above, and the Section 48 Notice (March 2021) are enclosed. If you are receiving this letter via e-mail then the body of the e-mail will contain PDF attachments of the Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021). To obtain a copy of the Preliminary Environmental Information Report Addendum (March 2021), and the PEIR and its NTS (November 2020, which were sent to you previously) please download securely from: https://dwd.ctit.co/url/keadby3consultation.

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Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Applicant

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

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

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

The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares.



The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:
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 - In the event that the canal abstraction option is not available, works to the existing cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
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- temporary construction and laydown areas including contractor facilities and parking;
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Environmental information which the Applicant has compiled was made available during the Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('NTS'). A 'Preliminary Environmental Information Report Addendum' document is provided for this March 2021 Section 42 Consultation and explains any likely effects of the changes at Areas A-C and some reductions in landtake elsewhere within the Site by signposting relevant parts of the PEIR.

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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Recap on Responding to this Consultation

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Yours faithfully,

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

Enclosures:

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- to report on our consultation and notification, detailing what issues have been raised and how we have responded to that feedback;
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Date: 30 March 2021 Our Ref: 14592





[Name] [Address 1] [Address 2] [Town] [City] [Postcode] 6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

By email to: [email address]

Dear Sir or Madam

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

SECTION 42 'DUTY TO CONSULT' PLANNING ACT 2008

Keadby Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS during Quarter 2 of 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Section 42 Update Consultation

Section 42 of the PA 2008 'Duty to consult' 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.

Partners

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





We undertook our Stage 2 Consultation between November 2020 and January 2021. At the start of our Stage 2 Consultation, all section 42 consultees identified at that time were issued with a 'Section 42 Letter' from SSE Generation Limited accompanied by a USB device containing the 'Consultation Documents' relating to the Project, including a Preliminary Environmental Information ('PEI') Report, and asked to provide any comments by 20 January 2021. All the information issued as part of the Stage 2 Consultation can still be accessed via <u>www.ssethermal.com/keadby3/</u>.

After consideration of the responses received to the Stage 2 Consultation, and further project development, minor changes to the Project are proposed at the following locations, which can be seen on the enclosed 'Order Limits (March 2021 Update)' plan:

Area A – Additional Area for Landscaping and Biodiversity Provision

Area B – Additions and Reductions in Area for the A18 Junction Improvement Option

Area C – Additional Oversail Area in River Trent, Additional Area for Highway Access and Repositioned Private Additional Abnormal Indivisible Load (AIL) Route

There are also minor changes involving reductions in land areas, labelled D-F on that plan. All changes (A-F) are described within the enclosed 'Preliminary Environmental Information Report Addendum'.

As a consequence of a corporate restructuring the applicant will now be Keadby Generation Limited in place of SSE Generation Limited. Both companies are owned by SSE plc.

We are issuing this letter because we have identified that you may be an affected/potentially affected landowner with land interests within or adjoining Area A, Area B, Area C, or some/all of these. The Applicant therefore wishes to seek your views on the Project. <u>Our</u> review of title and Land Registry information has identified the relevant interest(s) to be as follows:

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

If you have any comments on the changes in the vicinity of Area A, Area B, Area C, or any matters in the enclosed Preliminary Environmental Information Report Addendum, these can be submitted in the following ways:

By email: consultation@keadby3.co.uk

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

By telephone: Freephone 0800 211 8194 (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 should be submitted to the Applicant no later than Saturday 1 May 2021. It is not necessary to re-submit comments previously provided in response to the Section 42 letter sent in November in relation to the Project. These have been and will be considered by the Applicant.

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

If you would like assistance with identifying the land that may potentially be affected, please contact:

Greg Eacock (Land Referencer, Ardent Management)

Mobile: +44 (0)7824 112134

E: gregeacock@ardent-management.com

Whilst the above land interest information is considered up to date at the time of writing, the identification of interests in the land potentially affected by the Project is an ongoing process. This process will be finalised prior to the DCO application being submitted. However, if you think you no longer have an interest in the land, please contact the Applicant using the details provided toward the end of this letter.

Further information and Consultation Documents

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents.

The Consultation Documents, and the range of alternative methods of obtaining these, are as follows:

- 'Location Plan (March 2021 Update)' showing the extent of the Project Site edged in red and the development areas of the Site (Ref. Figure 1.1);
- 'Order Limits (March 2021 Update)' plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled (Ref. Figure 3.1);
- Aerial Photo of the Order Limits (March 2021 Update) plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled, overlaid on aerial imagery (Ref. Figure 3.2);
- Preliminary Environmental Information Report Addendum (Document Ref. 1.1, March 2021)
- Plan of Indicative Work Areas Referred to in the PEI Addendum (March 2021) (Ref. Figure 3.3)
- the PEIR and its NTS (November 2020); and
- the Section 48 Notice that is being published (March 2021).

If you are receiving this letter in hard copy (paper) then a paper Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021) are enclosed, along with a USB stick containing the PEIR and its NTS (November 2020)s. If you are receiving this letter



via e-mail then the body of the e-mail will contain PDF attachments of the Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021), and a fileshare link to download the PEIR and its NTS (November 2020).

These Consultation Documents along with documentation previously issued in relation to the Project are available to view of download free of charge from the Project Website: <u>https://www.ssethermal.com/keadby3</u>. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: <u>consultation@keadby3.co.uk</u> and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

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

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

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

The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares.

The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

 a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage



facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the **Proposed Power and Carbon Capture (PCC) Site**);

- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);
 - In the event that the canal abstraction option is not available, works to the existing cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
 - Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
- associated development including:
 - surface water drainage systems;
 - o pipeline and cable connections between parts of the site;
 - hard standings and hard landscaping;
 - o soft landscaping, including bunds and embankments;



- external lighting, including lighting columns;
- gatehouses and weighbridges;
- o closed circuit television cameras and columns and other security measures;
- site preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;
- o accesses, roads, roadways and vehicle and cycle parking;
- o pedestrian and cycle routes; and
- o permanent laydown and turnaround areas for maintenance;

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible for obtaining consents for the CO_2 pipeline and geological store.

Why is Keadby 3 needed?

The UK has legislated to cut greenhouse gas emissions (including CO_2) to 'Net Zero' by 2050. This will require a major transition in how we generate and use energy.

The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 was made available during the Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('NTS'). A 'Preliminary Environmental Information Report Addendum' document is provided for this March 2021 Section 42 Consultation and explains any likely effects of the changes at Areas A-C and some reductions in landtake elsewhere within the Site by signposting relevant parts of the PEIR.



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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Recap on Responding to this Consultation

While there is no need to re-submit comments or representations previously made, any comments or representations you may have should be submitted to the Applicant no later than Saturday 1 May 2021.

Yours faithfully,

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

Enclosures:

- Location Plan (March 2021 Update), Order Limits (March 2021 Update), Aerial Photo of the Order Limits (March 2021 Update), , and Preliminary Environmental Information Report Addendum (paper, or PDF attached to e-mail)
- The PEIR and its NTS (November 2020) (USB stick, or via secure fileshare link: https://dwd.ctit.co/url/keadby3consultation)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation and the March 2021 Publicity of the Draft Application and Targeted Re-consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice/</u>



APPENDIX 13.5: TARGETED RE-CONSULTATION WEBSITE SCREENSHOTS

KEADBY 3 CCS POWER STATION CAPTURING THE POTENTIAL OF THE HUMBER



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

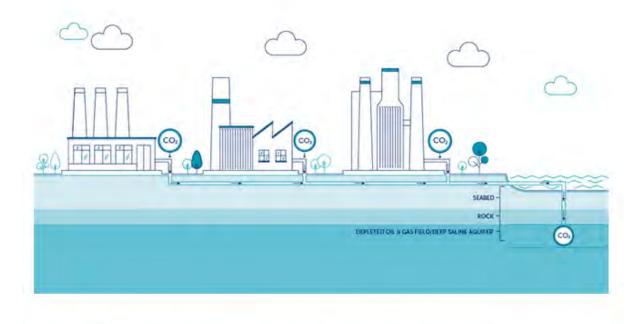
In line with our vision for a net-zero future, SSE Thermal has committed to only build power stations with a clear route to decarbonisation. With an electrical output of up to 910MW, Keadby 3 Power Station will use natural gas as its fuel and will be fitted with a carbon capture plant to remove the CO₂ from its emissions.

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

How does carbon capture and storage (CCS) work?

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

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



Keadby 3 will connect to the shared infrastructure being developed through the <u>Zero Carbor Humber</u> partnership to transport the captured CO_2 and store it safely offshore.



Publicity of Draft Application and Targeted Re-Consultation

We are carrying out a 'targeted' re-consultation of land interests near the A18 and the River Trent due to small changes to landtake in these locations. We have also published a new Section 48 notice to reflect recent changes within SSE.

An addendum document and plans describe the changes and confirm that there are no new environmental effects. These are available below. If you wish to make comments on these documents and plans, please ensure these are received by Saturday 1 May 2021.

It is not necessary to re-submit comments submitted in response to the Stage Two (statutory/formal) consultation that ended in January 2021.

Publicity of Draft Application

- Privacy Notice
- Section 48 Notice
- PEI Report Addendum
- Site Location Plan

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Stage Two Consultation (now closed)

- Project Privacy Notice
- Stage Two Newsletter
- Zero Carbon Humber Information
- Overview of the NSIP Process
- Information Banners

PEIR - Non Technical Summary

PEIR Non Technical Summary:

Volume I – Chapters

PEIR 01 Volume | Cover Contents and GlossaryPEIR Chapter 1 Introduction

- PEIR Chapter 2 Assessment Methodology
- PEIR Chapter 3 The Site And Surrounding Area
- PEIR Chapter 4 The Proposed Development
- PEIR Chapter 5 Construction Programme And Management
- PEIR Chapter 6 Consideration Of Alternatives
- PEIR Chapter 7 Legislative Context And Planning Policy
- PEIR Chapter 8 Air Quality
- PEIR Chapter 9 Noise And Vibration
- PEIR Chapter 10 Traffic And Transport
- PEIR Chapter 11 Biodiversity
- PEIR Chapter 12 Water Environment
- PEIR Chapter 13 Geology, Hydrogeology And Contaminated Land
- PEIR Chapter 14 Landscape And Visual Amenity
- PEIR Chapter 15 Cultural Heritage
- PEIR Chapter 16 Socio Economics
- PEIR Chapter 17 Climate Change And Sustainability
- PEIR Chapter 18 Major Accidents And Disasters
- PEIR Chapter 19 Cumulative And Combined Effects
- PEIR Chapter 20 Summary

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Volume II – Appendices

01 Volume II Cover, Contents And Glossary Appendix 1A Scoping Report Appendix 1B Scoping Opinion PEIR Appendix 1C Matters Addressed PEIR Appendix 8A Air Quality Construction PEIR Appendix 8B Air Quality Operation PEIR Appendix 9A Construction Noise Assessment Methodology PEIR Appendix 9B Operational Noise Information PEIR Appendix 10A Transport Assessment PEIR Appendix 11A Legislation And Planning Policy PEIR Appendix 118 Ecia Methods PEIR Appendix 11C PEA Report PEIR Appendix 11D Confidential Badger Report PEIR Appendix 11E Bat Survey Report PEIR Appendix 11F Riparian Mammal Survey Report PEIR Appendix 11G Aquatic Ecology Report PEIR Appendix 12A Flood Risk Assessment Part 1 PEIR Appendix 12A Flood Risk Assessment Part 2 PEIR Appendix 12B WFD Screening PEIR Appendix 13A Phase 1 DBA Part 1 PEIR Appendix 13A Phase 1 DBA Part 2 PEIR Appendix 13B Land Contamination Methodology Tables PEIR Appendix 13C Potential AOC Baseline Risk Scores PEIR Appendix 14A LVIA Methodology PEIR Appendix 14B Potential Viewpoints PEIR Appendix 14C Landscape Character PEIR Appendix 15A Cultural Heritage DBA PEIR Chapter 16A Human Health Signposting

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Volume III - Figures

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Consultation Strategy and Publicity

Our Statement of Community Consultation (SoCC), SoCC Notice, Section 48 Notice, and Project Privacy Notice can be found below.

- Statement of Community Consultation (SoCC)
- SoCC Notice
- Section 48 Notice
- Keadby 3 Newspaper Advert.

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Stage One Consultation (now closed)

Stage One (informal) consultation for the proposed development closed on Monday 3 August.

Materials from our Stage One consultation, including information banners and site maps can be viewed below.

- Project newsletter
- Information banners
- + FAOs
- Site location plan
- Site layout plan
- Newspaper advert
- SSE's 'Greenprint for building a cleaner, more resilient economy.

Contact us

Jade Fearon

Stakeholder Manager

+44 7584 313526

jade.fearon@sse.com



APPENDIX 13.6: RE-CONSULTATION RESPONSES

Date	Respondent	Response
01/04/21	Anglian Water	Good morning Ellie,
	planningliaison@anglianwater.co.uk	
		Stewart Patience has now left Anglian Water Services.
		The attachments did not come through, are you able to confirm what was included in this letter, so that I can ensure the correct d
		Kind regards, Charlotte
01/04/21	Royal Mail	Hi Ellie
01/04/21	Holly.trotman@royalmail.com	
		Thank you for your email below.
		Please note that Denise Stephenson has now left Royal Mail and I have returned from maternity leave.
		Accordingly, please update the contact details for Royal Mail to:
		holly.trotman@royalmail.com and daniel.parry-jones@realestate.bnpparibas
		Many thanks
		Holly Trotman*
		Senior Legal Advisor
		Town Planning & Environment
		Royal Mail Group
		3rd Floor, 185 Farringdon Road, London EC1A 1AA (but currently working remotely)
		(m) 07525 282 483
		(e) holly.trotman@royalmail.com
01/04/21	MMO Marine.cosents@matinemanagement.org.uk	Marine Licensing, Wildlife Licences and other permissions
		Dear Sir/Madam,
		Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to ascertain whether their works will fall below the Mean High Water Springs mark.
		Response to your consultation
		The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's m
		delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, European grants.
		Marine Licensing
		Works activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Co
		Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance any tidal river to the extent of the tidal influence.
		Applicants should be directed to the MMO's online portal to register for an application for marine licence
		https://www.gov.uk/guidance/make-a-marine-licence-application

department receives your request?

to the applicant themselves to take the necessary steps to

marine area on behalf of the UK government. The MMO's nt, marine emergencies, fisheries management and issuing

Coastal Access Act (MCAA) 2009.

ce or object below the mean high water springs mark or in

en 1 and 100 megawatts in English waters.

The MMO is also the authority responsible for processing and determining Harbour Orders in England, together with granting conse harbours.
A wildlife licence is also required for activities that that would affect a UK or European protected marine species.
 The MMO is a signatory to the coastal concordat and operates in accordance with its principles. Should the activities subject to plan applicant should be directed to the follow pages: check if you need a marine licence and asked to quote the following information of local planning authority name, planning officer name and contact details, planning application reference.
Following submission of a marine licence application a case team will be in touch with the relevant planning officer to discuss next
Environmental Impact Assessment
With respect to projects that require a marine licence the EIA Directive (codified in Directive 2011/92/EU) is transposed into UK law Assessment) Regulations 2007 (the MWR), as amended. Before a marine licence can be granted for projects that require EIA, MMC compliant with the MWR.
In cases where a project requires both a marine licence and terrestrial planning permission, both the MWR and The Town and Cour Regulations http://www.legislation.gov.uk/uksi/2017/571/contents/made may be applicable.
If this consultation request relates to a project capable of falling within either set of EIA regulations, then it is advised that the apple any requirements under the MWR are considered adequately at the following link
https://www.gov.uk/guidance/make-a-marine-licence-application
Marine Planning
Under the Marine and Coastal Access Act 2009 ch.4, 58, public authorities must make decisions in accordance with marine policy de policies it must state its reasons. MMO as such are responsible for implementing the relevant Marine Plans for their area, through of Marine plans will inform and guide decision makers on development in marine and coastal areas. Proposals should conform with al environmental and social considerations.
At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rive the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low wate The East Inshore and Offshore marine plans were adopted on the 2nd April 2014. The South Inshore and Offshore marine plans we statutory consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover Felixstowe; the South Inshore and South Offshore Marine Plans cover the coast and seas from Folkestone to the River Dart in Devo
From 14 January 2020 the draft North East, draft North West, draft South East, and draft South West Marine Plans are now a mater making functions. This is the final stage of statutory public consultation before the marine plans are submitted.
A map showing how England's waters have been split into 6 marine plan areas is available on our website. For further information explore Marine Plans service.
Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any regulations are adhered to. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK mand Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities mand Planning Advisory Service soundness self-assessment checklist. If you wish to contact your local marine planning officer you can find
Minerals and waste plans and local aggregate assessments
If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregate documents below;
 The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to En The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply

nsent under various local Acts and orders regarding

anning permission meet the above criteria then the non any resultant marine licence application:

t steps.

aw by the Marine Works (Environmental Impact 10 must ensure that applications for a marine licence are

untry Planning (Environmental Impact Assessment)

plicant submit a request directly to the MMO to ensure

documents and if it takes a decision that is against these h existing regulatory and decision-making processes. all relevant policies, taking account of economic,

vers. As marine plan boundaries extend up to the level of ter springs mark.

vere adopted on the 17th July 2018. Both plans are a over the coast and seas from Flamborough Head to von.

terial for consideration for public authorities with decision

n on how to apply the marine plans please visit our

r relevant marine plans to ensure that necessary marine area must do so in accordance with the Marine nay also wish to refer to our online guidance and the ind their details on our gov.uk page.

tes is included and reference to be made to the

England's (and the UK) construction industry. bly.

		 The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the the National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over
		The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these asse constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may h (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.
		If you require further guidance on the Marine Licencing process, please follow the link https://www.gov.uk/topic/planning-develop
		Kind regards,
		The Marine Management Organisation
		Business Support Team Her Majesty's Government – Marine Management Organisation Tel: +44 (0)2087200989 Megan.Mccoull@marinemanagement.org.uk Lancaster House, Hampshire Court, Newcastle Business Park, Newcastle upon Tyne Website Twitter Facebook Linkedin Blog Instagram Flickr YouTube Google+ Pinterest During the current health emergency, the Marine Management Organisation is continuing to provide vital services and support to working remotely, in line with the latest advice from Government, and continue to be contactable by email, phone and on-line. Ple help you https://www.gov.uk/mmo
02/04/21	Leeds Bradford Airport	Please provide your views in our consultation to protect four of England's offshore Marine Protected Areas – open until 28 March. Hi Ellie
	George.graham@lba.co.uk	Thanks for the link. The original email was too large for our email convers. Wo'll review the documents and he in touch as seen as y
		Thanks for the link. The original email was too large for our email servers. We'll review the documents and be in touch as soon as v Please don't hesitate to get in touch with any further questions or comments.
		Regards
		George
07/04/21	Anglian Water planningliaison@anglianwater.co.uk	Good afternoon Ellie
		Stewart is no longer with Anglian Water, I believe he already responded to the application. However, I have sent your email to the
		Their email address should you wish to email them direct is: spatialplanning@anglianwater.co.uk
		Kind regards
		Sandra
08/04/21	Yorkshire Water Stephanie.walden@yorkshirewater.co.uk	Your Ref: 14592 Our Ref: W006899
		Dear Sir/Madam,
		Land at and in the vicinity of the Keadby Power Station site , Trentside, Keadby, North Lincolnshire - Planning Act 2008 (as amender Impact Assessment) Regulations 2017(the EIA Regulations) – Regulations 10 and 11
		Thank you for consulting Yorkshire Water regarding the above proposed development. Please note the site is within Severn Trent We networks and treatment: We have no comments to make other than there is a water main laid within Chapel Lane.
		Yours faithfully
		Stephanie Walden
		Land Use Planning Manager
12/04/21	West Lindsey Council Denise.donaldson@west-lindsey.gov.uk	Your contact for this matter is: Rachel Woolass
		rachel.woolass@west-lindsey.gov.uk
		LIDULELWOOIDSSIWWEST-IIIIUSEV.20V.UK

ne wider portfolio of supply. er this period including marine supply.

ssessments have to consider the opportunities and y have to consider the role that marine sourced supplies

lopment/marine-licences

ne, NE4 7YH

to our customers and stakeholders. We are in the main Please keep in touch with us and let us know how we can

۱.

we can.

the Spatial and Strategic Team for you.

ded) and The Infrastructure Planning (Environmental

t Water's operational area with regard to waste water

		Dear Sir/Madam
		APPLICATION REFERENCE NO : 142828
		PROPOSAL : Written enquiry - Regulation 13 "Pre-application publicity under section 48 (Duty to Publicise)" of the Infrastruct Regulations 2017
		LOCATION : Land at and in the vicinity of Keadby Power Station Trentside Keadby North Lincolnshire
		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.
		Yours faithfully
		Rachel Woolass On behalf of West Lindsey District Council
		If you require this letter in another format e.g. large print, please contact Customer Services on 01427 676676, by email customer. Customer Services staff.
		If you want to know more about how we use your data, what your rights are and how to contact us if you have any concerns, pleas www.west-lindsey.gov.uk/planning-privacy
		Planning Services Feedback We value your opinion on our service, as your comments will help us to make improvements. Please visit our website where you r feedback form to fill in and post back: www.west-lindsey.gov.uk/planning
19/04/21	Highways England	Good Afternoon,
	landenquiries@highwaysengland.co.uk	I have checked our records and I am unable to find any evidence that Highways England has acquired or owns any land in the imm
		Highways England is responsible for the trunk road network across England. The M181 is the nearest road on our network to your
		Kind regards,
		Property Enquiry Team Highways England Ash House Falcon Road, Sowton Ind. Estate Exeter EX2 7LB Web: http://www.highways.gov.uk
22/04/21	Doncaster Sheffield Airport safeguarding@flydsa.co.uk	Good morning Ellie,
	<u>saleguarumg@myusa.co.uk</u>	Apologies for the late response on this but having looked at this there Is no impact on Doncaster Sheffield Airport. We would only ground. From what I can see no structure does.
		Many thanks Keith Moran
23/04/21	National Grid	Good afternoon
		Further to your letter dated 30 March 2021, please now find attached a response to the Update Consultation on behalf of Nationa
		If you require any further information please do not hesitate to contact me.
		Kind regards

acture Planning (Environmental Impact Assessment)

er.services@west-lindsey.gov.uk or by asking any of the

ease read our privacy notice:

u may either make your comments online or download our

mediate vicinity of your area of interest.

ur location.

ly need to look at any structure that would be 150m above

nal Grid.

			Anne
			Anne Holdsworth DCO Liaison Officer Land and Acquisitions, Land and Property nationalgrid +44 (0)7960 175682 anne.holdsworth@nationalgrid.com
			23 April 2021 Dear Sir/Madam Ref: The Keadby 3 Low Carbon Gas Power Station Project – Land At And In The Vicinity Of The Existing Keadby Power Stations (Kea Lincolnshire Stage 2 Update Consultation In Accordance With Section 42 'Duty To Consult' Of The Planning Act 2008
			This is a joint response on behalf of National Grid Electricity Transmission Plc (NGET) and National Grid Gas Plc (NGG). I refer to yo proposed application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project.
			We have reviewed the Update Documentation and in particular the changes to the Order Limits at Areas A-F. Electricity Transmission
			For National Grid Electricity Transmission, our comments remain unchanged from those in our letter dated 18th January 2021. Gas Transmission
			We note that the Keadby Power Station Gas Transmission Site is no longer included within the Order Limits following the changes are amended from those on Page 2 of our response dated 18th January 2021 as follows:
			National Grid Gas has a Gas Transmission Site and high pressure gas transmission pipeline located within or in close proximity to the pipeline form an essential part of the gas transmission network in England, Wales and Scotland:
			 Gas Apparatus: Feeder Main 7 – Eastoft to Keadby Power Station; and Above and below ground associated apparatus.
			All other comments relating to Electricity and Gas Infrastructure in our letter dated 18th January 2021 remain unchanged.
			National Grid requests that consultation continues to ensure that the most appropriate protective provisions are agreed and inclus of our apparatus and to remove the requirement for objection. All consultations should be sent to the following email address: bo
			The information in this letter is provided not withstanding any discussions taking place in relation to connections with electricity of
			I hope the above is useful. If you require any further information please do not hesitate to contact me.
			Yours faithfully
			Anne Holdsworth
2	23/04/21	Network Rail	I refer to your letter of 29 March 2021 in respect of the further consultation under Section 42 of the Planning Act 2008 on the Kead and in the vicinity of the existing Keadby Power Stations, Keadby, nr Scunthorpe.
			Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. network. Network Rail aims to protect and enhance the railway infrastructure therefore any proposed development which is in clo affect Network Rail's specific land interests, will need to be carefully considered.
			Impact on Network Rail Infrastructure

adby 1 And Keadby 2), Keadby, Near Scunthorpe, North

our letter dated 30 March 2021 in relation to the above

at Area D. Our comments on behalf of Gas Transmission

he proposed order limits. The site and transmission

uded within the DCO application to safeguard the integrity ox.landandacquisitions@nationalgrid.com

or gas customer services.

adby 3 Low Carbon Gas Power Station Project on land at

. It owns, operates, maintains and develops the main rail ose proximity to the railway line or could potentially

		Network Rail has been reviewing the information provided and note that proposals include the routing of construction traffic (inclu- the development site from the south and also the use of a compound to the south of the railway, in addition to the construction of railway infrastructure. At this stage the information supplied is not sufficiently detailed to fully assess potential impacts of the sche required to properly respond on the likely impacts of the proposed scheme. In relation to construction traffic routing Traffic Assess the site (Grid ref 481159/411384) and also the Chapel Lane bridge and level crossing (Grid ref 482501/411528) to the South East of
		level crossing would be affected by the development, we nevertheless seek assurance on this point given the potential impact to conjunction with this development.
		It should also be noted that the structure over the railway included in the proposed haulage route is subject to a bridge agreement. This agreement limits the use of the structure in relation to that connected with a previous wind turbine development. These limit bridge under this new scheme and the developer should liaise with Network Rail to seek agreement on the proposed use of this st arrangements to enable the use of the structure as proposed.
		In order to ensure that the scheme does not impact on operational railway safety, the developer must liaise closely with Network into the site are appropriate and the design and construction of the new power station and associated infrastructure will not have assumed that a condition of the Order would be that detailed specifications of the proposed scheme and traffic management plan development can commence.
		Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for perman wish to agree protection for the railway during the course of the construction works and otherwise to protect our undertaking and produce additional and further grounds of concern when further details of the application and its effect on Network Rail's land are under, over or alongside the railway line will require appropriate asset protection measures deemed necessary by Network Rail to standard protective provisions which will need to be included in the DCO as a minimum therefore contact should be made to Emily to obtain a copy of the relevant wording In addition a number of legal and commercial agreements will need to be entered into, for statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not
		details of the scheme are discussed between the parties. Consideration should be given to ensure that the construction and subsequent maintenance can be carried out without adversely Rail's adjacent land. In addition, security of the railway boundary will require to be maintained at all times. In any event you must soon as possible in relation to this scheme on the following e-mail address AssetProtectionEastern@networkrail.co.uk.
		Network Rail is prepared to discuss the inclusion of Network Rail land or rights over land subject to there being no impact on the or consents being in place and appropriate commercial and other terms having been agreed between the parties and approved by Network Rail also reserves the right to make additional comments once we have evaluated the proposals in more detail.
27/04/21	Natural England Hannah.Gooch@naturalengland.org.uk	Dear Sir/ Madam
	nannan.Gootnænaturalengianu.org.uk	Application ref: EN010114 Our ref: 348543
		Thank you for your consultation. Natural England previously provided comments with regards to the S42 consultation on 20 Janua
		The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original applic on the natural environment than the original proposal.
		Yours faithfully
28/04/21	Public Health England nsipconsultations@phe.gov.uk	Dear Sir or Madam
		Please find attached Public Health England's response to the above consultation.
		Many thanks.
		Kind regards
		Carol Richards NSIP Admin Team
		28th April 2021

cluding HGVs/abnormal loads) over the railway to access of the power station itself proposed to the north of the cheme on the railway and further information will be essments should include the bridge to the South West of t of the site. Whilst it is unlikely the Chapel Lane bridge and o operational railway safety should these assets be used in

ent (easement) between the developer and Network Rail. nitations would not be suitable for the proposed use of the structure and a new agreement/variation to existing

k Rail Asset Protection to ensure that the haulage routes we an adverse impact on railway operations. It is therefore ans are to be provided and agreed in writing before

anent or temporary purposes. In addition, Network Rail will nd land interests. Network Rail reserves the right to are available. In addition, any rights for power or other lines to protect the operational railway and stations. We have nily Christelow, email: Emily.Christelow@networkrail.co.uk for example, asset protection agreements, method ot exhaustive and will need to be reviewed once more

ly affecting the safety of, or encroaching upon Network st contact Network Rail's Asset Protection Engineers as

e operational railway, all regulatory and other required Network Rail's board.

uary 2021 and 18 February 2021.

lication are unlikely to have significantly different impacts

		Dear Sir or Madam
		Nationally Significant Infrastructure Project The Keadby 3 Low Carbon Gas Power Station Project Publicity of Draft Application - Section 48
		Thank you for your consultation regarding the above development. Public Health England (PHE) welcomes the opportunity to com Environmental Information Report (PEIR) at this stage of the Nationally Significant Infrastructure Project (NSIP).
		Please note that we have replied to earlier consultations as listed below:
		Request for Scoping Opinion 12/06/2020 Section 42 19/01/2021
		The information submitted has been reviewed and we have no additional comments, but this does not alter our previous advice as should be consulted.
		If you require any clarification on the above or those in our Section 42 response or wish to discuss any particular issues please do n
		Yours faithfully,
		On behalf of Public Health England nsipconsultations@phe.gov.uk
		Please mark any correspondence for the attention of National Infrastructure Planning Administration.
29/04/21	Maritime and Coastguard Agency	Dear Ellie,
	Helen.croxson@mcga.gov.uk	Thank you for the opportunity to comment on the Preliminary Environmental Information Report Addendum for the Keadby 3 Low Services Navigation team has considered your documentation, and would like to comment at this stage as follows:
		It is our understanding that the impact of the proposed changes will be assessed through a Navigation Risk Assessment (NRA) whic currently considered to be minor and not significant.
		We are not clear at this stage who has responsibility for the safety of navigation at the site, although likely The Canals and Rivers The other local Statutory Harbour Authorities to confirm.
		To address the ongoing safe operation of the marine interface for this project, we would like to point the developers in the direction to Good Practice. They will need to liaise and consult with the Statutory Harbour Authority and develop a robust Safety Management
		The sections that we feel cover navigational safety under the PMSC and its Guide to Good Practice are as follows:
		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 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 vestract below from the Guide to Good Practice.
		7.8 Regulating harbour works
		7.8.1 Some harbour authorities have the powers to license works where they extend below the high watermark, and are thus liable however, usually extend to developments on the foreshore.
		7.8.2 Some harbour authorities are statutory consultees for planning applications, as a function of owning the seabed, and thus be harbour authorities should be alert to developments on shore that could adversely affect the safety of navigation. In any case harb appropriate licensing authority consults them with regard to any applications for works or developments in or adjacent to the harb given to requiring the planning applicants to conduct a risk assessment in order to establish that the safety of navigation is not abo be so affected include:

mment on the addendum to the Preliminary

as detailed in our letter dated 19th January 2021 which

not hesitate to contact us.

ow Carbon Gas Power Station Project. The MCA's Technical

hich will form part of the Environmental Statement, and are

s Trust. We would expect further discussion with them, and

tion of the Port Marine Safety Code (PMSC) and its Guide ement System (SMS) for the project under this code.

for use as a port. The harbour authority also has a duty of ar works covers this in more detail and have copied the

ble to have an effect on navigation. Such powers do not,

being the adjacent landowner. Where this is not the case, arbour authorities should ensure that the MMO or arbour area. Where necessary, consideration should be bout to be put at risk. Examples of where navigation could

		-
29/04/21	Lincolnshire Wildlife Trust csterling@lincsstrust.co.uk	 high constructions, which inhibit line of sight of microwave transmissions, or the performance of port radar, or interfere of high constructions, which potentially affect wind patterns; and lighting of a shore development in such a manner that the night vision of mariners is impeded, or that navigation lights, eless conspicuous. 7.8.3 There is a British Standards Institution publication on Road Lighting, BS5489. Part 8 relates to a code of practice for lighting wharbours and navigable Inland waterways. The MCA would expect any works in the marine environment to be subject to the appropriate consents under the Marine and Coarlicensable works. As part of the consideration of the ongoing safe operation of the marine interface for this project, the responsible navigation author powers; an application for a Harbour Revision Order (HRO) or Harbour Empowerment Order (HEO) may be required. We hope you find this information useful at this stage. The MCA as a statutory consultee and primary advisor will likely be consult inspectorate (PINS) process. Kind regards Helen Helen Crosson +44 (0) 203 8172426 Space Launch Lead +44 (0) 7468353062 Marine Licensing and Consenting UK Technical Services Navigation Helen. Good afternoon, Thank you for consulting us on the amended order limits and addendum to the PEIR, please find attached our response. If you have any queries please don't hesitate to contact me Regards Clare Sterling MCIEEM
		Regards
		Lincolnshire Wildlife Trust 01507 526667
		Mobile: 07775 566584 Work Pattern: 9am-5pm; Tues - Weds – Thurs
		Dalton Warner Davis LLP On behalf of Keadby Generation Limited SENT BY EMAIL ONLY : <u>consultation@keadby3.co.uk</u>
		Dear Sir/ Madam
		YOUR REF: The Keadby 3 Low Carbon Gas Power Station Project: Publicity of Draft Application and Targeted Re-Consultation under
		Thank you for inviting the Lincolnshire Wildlife Trust to submit comments on the amended Order Limits and Addendum to the Pre
		We are generally pleased that the amendments made to the order limits (particularly in Areas A & B) will result in additional areas proposed enhancements should be secured through the Landscape and Biodiversity Management and Enhancement Plan, with appendix of the context of

re with the line of sight of aids to navigation; s, either ashore and onboard vessels are masked, or made g which may affect the safe use of aerodromes, railways, oastal Access Act (2009) before carrying out any marine thority should consider the scope of its jurisdiction and ulted as this project progresses through the Planning

der Section 42 of the Planning Act 2008

Preliminary Environmental Information Report.

as available for biodiversity enhancements. These appropriate management and monitoring in place for at

	least 30 years or the lifetime of the development, whichever is longer. We also support the refinements in Area B which will result Site and Hatfield Waste Drain LWS.
	We are especially pleased to note that the Environmental Statement will include application of the Defra Biodiversity Metric. Whi requirement to provide Biodiversity Net Gain within the scope of the Environment Bill, we strongly support the use of this as best we were a little concerned regarding the use of the wording 'to ensure no net loss and small net gain of biodiversity' under Chap should be aiming for a significant net gain of biodiversity, securing an absolute minimum of 10% measurable BNG in line with requirement
	Without wishing to repeat our previous comments, we would like to reiterate our disappointment that a natural gas fired power st and the well evidenced negative impacts that is having on the natural world. Especially in consideration of the UK Government's to The Wildlife Trusts firmly believe that relevant and appropriately located renewable energy generation should be considered the a use. We also have concerns that the Carbon Capture and Storage (CCS) element which this development relies upon is being cons is disappointing to not have such interlinked developments running in tandem through the planning system, so that consultees and whole project scope for both the terrestrial and marine environment in a more holistic approach.
	We look forward to seeing the results of the Habitats Regulations Assessment and the outputs of the Biodiversity Metric in due condetail on issues encompassed by the EIA during the formal consultation.
	While there are some amendments here which we would support, there are broader issues surrounding this development which a
	Yours sincerely
	Clare Sterling Conservation Officer
Marine Management Organisation (MMO)	Good Afternoon Ellie,
Nicola.wilkinson@marinemanagement.org.uk	DCO/2020/00002: PEI Report, Section 48 Notice and Location Plan Review
	Please find the MMO's response attached following our review of documentation forwarded to the MMO on the 31 March 2021
	Please do not hesitate to get in touch if you have any questions.
	Kind Regards,
	Nicola Wilkinson Marine Licensing Case Officer Her Majesty's Government – Marine Management Organisation Direct line: 02080265535 Email: nicola.wilkinson@marinemanagement.org.uk Address: Lancaster House, Hampshire Court, New
	30 April 2021
	Dear Ms. McGrath,
	KEADBY 3 LOW CARBON GAS POWER STATION PROJECT - REVIEW OF SECTION 48 NOTICE, PEI REPORT ADDENDUM AND LOCATION
	On 31 March 2021, the Marine Management Organisation ("MMO") received a Section 48 request from consultants (Dalton Warner Station project ("the Project"). The purpose of this consultation was to address changes made to the Project since the issue of the issued in November 2020 (MMO response dated 20 January 2021). The following documentation has been reviewed: PEIR addend order limits and plan of indicative works areas. This response provides the MMO's comments in relation to the documentation pro advice or opinion in view of any additional matters or information that may come to our attention.
	MMO comments
	1. With regard to the Section 48 Notice – MMO note that minor changes have been made to the following locations: Area A (Addit Area B (Additions and Reductions in Area for the A18 Junction Improvement Option) and Area C (Additional Oversail Area in River Repositioned Private Additional Abnormal Indivisible Load ("AIL") Route).

ult in reduced impacts on North Engine Drain Local Wildlife

/hilst NSIPs are currently exempt from the mandatory est practice amongst the whole Planning sector. However apter 11 of Table 1 in the PEIR Addendum. The project quirements for other developments.

r station is being proposed given the global climate crisis s targets to reach net zero.

e answer and we should be moving away from fossil fuel onsidered entirely separately. It

and communities can consider the full implications of the

course and wish to reserve the right to comment in more

are likely to result in our ongoing objection,

lewcastle Upon Tyne, NE4 7YH

ON PLAN

rner Davis LLP) for the Keadby 3 Low Carbon Gas Power ne Preliminary Environmental Information Report ("PEIR") ndum, location plan, order limits, aerial photograph of provided. The MMO reserves the right to modify its present

ditional Area for Landscaping and Biodiversity Provision), er Trent, Additional Area for Highway Access and

		2. In regard to section 4 of the Section 48 Notice – MMO wish to highlight that the text indicates that project includes the tempora an existing Waterborne Transport Offloading Area (WTOA) and an Additional AIL Route; however, the removal does not appear to (DML) received by the MMO on the 24 March 2021 for review. In addition, the PEIR addendum does not reference the removal of a order for the MMO to provide further advice regarding whether activities are licensable.
		3. The MMO note that section 2.1.6 C, E and F all relate to changes which may impact he marine environment. These changes are clater be reported in the Navigation Risk Assessment that will form part of the Environmental Statement. The MMO have no additio 2021) to make at this time, however, will be able to provide further comments during later stages of the application process.
		Your feedback
		We are committed to providing excellent customer service and continually improving our standards and we would be delighted to from us. Please help us by taking a few minutes to complete the following short survey (https://www.surveymonkey.com/r/MMON
		If you require any further information, please do not hesitate to contact me using the details provided below.
		Yours Sincerely,
		Nicola Wilkinson Marine Licensing Case Officer
		D +44 (0)208 026 5535 E nicola.wilkinson@marinemanagement.org.uk
		Copies: Sarah Errington (Case Manager): sarah.errington@marinemanagement.org.uk Lindsey Mullan (Senior Case Manager): lindsey.mullan@marinemanagement.org.uk
30/04/21	Associated British Ports consultation@keadby3.co.uk	In response to your email dated 31st March 2021 regarding Section 42 'Duty to Consult' Planning Act 2008 & Regulation 13 'Pre-Ap of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 we would make the following representations
		Area C – Over sail area in River Trent
		The refinement of the over sail areas will not impact operations on the River Trent. Use of Keadby Rail Wharf for the transport of a and used in the Keadby 2 Project.
		Area F – River Water Abstraction (Option in River Trent)
		We have been unable to see what the final permanent structure on the River Trent may look like, we are therefore unable to appro 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 concer
		The information we have received indicates that the cofferdam will extend 30m from MLWS into the river; this has the potential 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 riverbe natural shoaling process of the river that could lead to a further limiting of the depths within the navigational channel which is imm
		In the absence of detailed plans, we cannot fully assess the risk the cofferdam will have on commercial operations and therefore ca advising that any construction required in this area does not encroach any more into the river than existing infrastructure, this sho
10/05/04	Canal and Divers Tay. 1	We expect to be fully consulted upon at full application stage and reserve the right to maintain our position.
10/05/21	Canal and River Trust Susannah.Rackstraw@canalrivertrust.org.uk	We write further to your letter dated 30 March 2021 (Your ref: 14592). Apologies for the delayed response however it is confirmed that Land Registry title numbers HS357260 and HS358362 do belong to

brary retention, improvement and subsequent removal of to be included within the draft Deemed Marine Licence of the WTOA. Further clarification would be appreciated in

e considered by the Applicant to not be significant and will tional comments (further to response dated 20 January

to know what you thought of the service you have received OMLcustomer).

Application Publicity Under Section 48 (Duty to Publicise)' ons.

f abnormal loads must align with the parameters set out

prove same until we can carry out a detailed assessment

cerns.

to cause disruption and be a navigational hazard to

rbed which includes the potential effect it may have on the nmediately adjacent to the subject area.

e cannot agree with the proposal. We are therefore hould limit the risk of any unforeseen consequences.

g to the Trust.

	Please keep the Trust updated as this project progresses. We will need more detail in due course to comment on the impact of the
	ensure that there is no adverse impact on the waterway or towpath users.

he proposals. It will clearly be a priority to the Trust to



APPENDIX 14.1: RE-CONSULTATION S46 NOTIFICATION

Date: 29 March 2021 Our Ref: 14592



DWD Property+Planning

6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

The Planning Inspectorate Temple Quay House Temple Quay Bristol BS1 6PN

By e-mail to: Keadby3@planninginspectorate.gov.uk FAO: Liam Fedden, Case Manager

Dear Liam,

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

CONSULTATION 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 Generation Limited (the 'Applicant') in connection with the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project').

The Applicant is proposing to submit an application (the 'Proposed Application') seeking development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

The land required for Keadby 3 (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 a grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares.

The Project Site includes land for the proposed CCGT Power Station and CCP, 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 for other associated development.

Partners

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





Section 42 'Duty to consult' 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.

After consideration of the responses received to the Section 42 Consultation carried out by SSE Generation Limited between November 2020 and January 2021, and further project development, minor changes to the Project are proposed, comprising some small expansions (referenced with the letters A-C in the Consultation Documents) for reasons relating to biodiversity, drainage, road transport access, and marine transport/offloading, along with some reductions in land areas (referenced D-F). In addition, a small number of additional non-prescribed consultees have been identified (airfields and airspace users).

Additionally, as a consequence of a corporate restructuring the Applicant will now be Keadby Generation Limited in place of SSE Generation Limited, both being companies owned by SSE plc.

The Applicant is therefore carrying out a combined Section 48 Publicity refresh and Targeted S42 consultation exercise.

This letter represents the Applicant's updated notification of the SoS of the Proposed Application pursuant to Section 46 'Duty to notify Secretary of State of proposed application' of the PA 2008.

The Applicant will commence the Targeted Section 42 Consultation by issuing a letter (the 'Consultation Letter') accompanied by consultation documents (the 'Consultation Documents') on or around 29 and 30 March 2021 to:

- All land interests within or adjoining the areas where the indicative order limits have expanded relative to those consulted on in the previous Section 42 consultation;
- Those consultation bodies who are likely to be interested in the minor changes. This includes some EIA consultees, and some non-prescribed bodies (including some aviation interests that are not EIA consultees and were not consulted previously but may be interested in the Project). A precautionary approach has been taken to determine those likely to be interested in the minor changes, which include the local authority, the parish council, and consultees who provided comments in response to Stage 2, and/or have responsibilities, relating to biodiversity, drainage, road transport, and marine transport.

Postal service (with letter, plans, PEI Addendum Document and S48 Notice in paper copy, and the November 2020 PEIR & NTS provided on a USB device to the landowners and non-prescribed consultees, and via a secure fileshare link <u>https://dwd.ctit.co/url/keadby3consultation</u> – no password required - for the EIA consultees) will be used for the minority of persons who have not given an e-mail address. E-mail service on or around 29 and 30 March 2021 (with letter, plans, PEI Addendum Document and S48 Notice as attachments, and the November 2020 PEIR & NTS provided via the same fileshare link) is to be used for those persons who have given their e-mail addresses, being the majority of Section 42 persons.

A notice pursuant to Section 48 'Duty to publicise' of the PA 2008 (the 'Section 48 Notice) has been, and will be, published as follows: the Telegraph (1 April 2021), the London Gazette (30 March 2021), the Fishing News (1 April 2021), the Lloyd's List (1 April 2021), and local newspapers circulating within the vicinity of the Project Site (Scunthorpe Telegraph, 25 March 2021 and 1 April 2021). The notice includes details of the website address, location within the website of the Consultation Documents, and a telephone number for the project team, as required by the latest regulations.



In accordance with Regulation 13 'Pre-application publicity under Section 48 (duty to publicise)' of 'The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017' (the 'EIA Regulations'), the Applicant will send a copy of the Section 48 Notice to all EIA consultees on or around 29 and 30 March 2021 in either paper copy (where paper service is used) or PDF (where e-mail service is used). If the consultee is not being issued with a Consultation Letter (i.e. because they are not likely to be interested in the minor changes) they will nevertheless receive plans and a covering letter describing the minor changes ('Regulation 13 Covering Letter'), and the same fileshare link referred to above. No persons were notified to the Applicant under EIA Regulation 11(1)(c).

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 **Saturday 1 May 2021**.

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 are as follows:

- 'Location Plan (March 2021 Update)' showing the extent of the Project Site edged in red and the development areas of the Site (Ref. Figure 1.1);
- 'Order Limits (March 2021 Update)' plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled (Ref. Figure 3.1);
- Aerial Photo of the Order Limits (March 2021 Update) plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled, overlaid on aerial imagery (Ref. Figure 3.2);
- Preliminary Environmental Information Report Addendum (Document Ref. 1.1, March 2021)
- Plan of Indicative Work Areas Referred to in the PEI Addendum (March 2021) (Ref. Figure 3.3)
- the PEIR and its NTS (November 2020); and
- the Section 48 Notice that is being published (March 2021).

I am attaching PDF copies of the plans, PEI Addendum Document and S48 Notice, and PDF sample copies of the Consultation Letters (five versions), sent to the persons specified in the PA 2008 and/or in regulations made pursuant to the PA 2008 (Section 42 and EIA Regulation 13) in addition to non-prescribed persons.

I look forward to receiving the SoS's acknowledgement of the Applicant's notification of the SoS of the Proposed Application pursuant to Section 46 'Duty to notify Secretary of State of proposed application' of the PA 2008. In the meantime, should you have any questions please do not hesitate to contact me.

Yours sincerely

Colin Turnbull MRTPI

For DWD

Encs.



- Letter types 1-5 (1-4 are 'Consultation Letters'; type 5 is the 'Regulation 13 Covering Letter') (PDF attachments)
- 'Location Plan (March 2021 Update)', 'Order Limits (March 2021 Update)' and 'Aerial Photo of the Order Limits (March 2021 Update)' and Preliminary Environmental Information Report Addendum (March 2021) (PDF attachments)
- Section 48 Notice (March 2021) (PDF attachment)



APPENDIX 14.2: RE-CONSULTATION PINS S46 RESPONSE

The Planning Inspectorate

National Infrastructure Planning Temple Quay House 2 The Square Bristol, BS1 6PN

Customer Services: 0303 444 5000

e-mail: Keadby3@planninginspectorate.gov.uk

Mr Colin Turnbull, DWD

By email only

Your Ref:

Our Ref: EN010114

Date: 30 March 2021

Dear Mr Turnbull,

Planning Act 2008 (PA2008) - Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 8

Proposed application by Keadby Generation Limited for an Order Granting Development Consent for the Keadby 3 Low Carbon Gas Power Station Project

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 29 March 2021 and the following documentation:

• An updated plan showing the extent of the Project Site edged in red and the development areas of the Site;

• An updated plan and Aerial photo of the Order Limits showing the extend of the Project Site edged in red, with Order Limits from the State 2 Consultation edged in green;

The Section 48 Notice that is being published;

• Sample copies of the Consultation Letters (five versions) sent to the persons specified in the Planning Act 2008 (section 42 and EIA Regulation 13) in addition to non-prescribed persons;

• A link to the Preliminary Environmental Information Report and its Non-Technical Summary; and

• An addendum to the Preliminary Environmental Information Report.

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the PA2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application, which I would be grateful if you would use in subsequent communications:

EN010114.



I will be your point of contact for this application – my contact details are at the end of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes and requirements of the new regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other parties on our website and, if relevant, direct parties to you as the Applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the Pre-application stage.

In the meantime, you may wish to have regard to the guidance and legislation material provided on our website including The Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When seeking to meet your Pre-application obligations you should also be aware of your obligation under the current data protection legislation to process personal data fairly and lawfully.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely

Liam Fedden

Liam Fedden Case Manager

Tel.0303 444 5000Email.Keadby3@planninginspectorate.gov.uk

This communication does not constitute legal advice. Please view our <u>Privacy Notice</u> before sending information to the Planning Inspectorate.





APPENDIX 15.1: S48 MARCH UPDATE NOTICE

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise'

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that Keadby Generation Limited (the 'Applicant'), whose registered office is Keadby Power Station, Trentside, Keadby, Scunthorpe, United Kingdom, DN17 3EF, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares ('ha').

3. The Project Site also includes space required for water, gas and electrical connection corridors, waterborne transport off-loading area, construction laydown areas and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of electricity;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of electricity at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:

- underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);
- In the event that the canal abstraction option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
- Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an
 existing private access road from the junction with the A18 including the replacement of a
 private bridge and installation of a layby and gatehouse, and an emergency vehicle
 access road comprising the maintenance and improvement of an existing private track
 running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and
 including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing **Waterborne Transport Offloading Area** and an **Additional Abnormal Indivisible Load Route**;
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
- associated development including:
 - surface water drainage systems;
 - pipeline and cable connections between parts of the site;
 - 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 preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;
 - accesses, roads, roadways and vehicle and cycle parking;
 - pedestrian and cycle routes; and
 - permanent laydown and turnaround areas for maintenance.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public rights of way 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.

7. The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Documents relating to the Project, including a Preliminary Environmental Information Report (PEIR") and an addendum document describing changes made to the Project since the issue of the PEIR in November 2020 ('Preliminary Information Report Addendum') together with plans and maps showing the nature and location of the Project (together 'the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 24th March 2021 to Saturday 1st May 2021. This comprises a single website page, and the Consultation Documents will be labelled "Publicity of Draft Application".

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: <u>consultation@keadby3.co.uk</u>. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full PEIR which will be charged at <u>a maximum of</u> £200) or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via this method.

10. Due to the ongoing national restrictions to limit the spread of coronavirus we are not depositing copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

11. Since the Section 48 notice in November 2020 SSE plc as the parent company of the then applicant, SSE Generation Limited, has carried out an internal restructuring and the application will be made by Keadby Generation Limited a wholly owned subsidiary of SSE plc.

Responding to this notice

12. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Email: consultation@keadby3.co.uk

Post: FREEPOST KEADBY 3 (Please include your name and a postal or e-mail address)

Telephone:Freephone 0800 211 8194. This is a voicemail based service and can be called24hrs.Please leave your name and a telephone number.

13. It is not necessary to re-submit comments previously submitted to SSE Generation Limited in response to the Section 48 Notices published in November 2020 in relation to the Project, since these have been and will be considered by the Applicant. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and

these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

14. Please note that all comments and representations must be received by the Applicant **no later than Saturday 1 May 2021.**

15. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

Keadby Generation Limited

March 2021



APPENDIX 15.2: S48 MARCH UPDATE NOTICE AS PUBLISHED IN NEWSPAPERS

Technology Intelligence

Taxis take to skies on a flight of fancy

Promises of soaring profits with help of blank cheque companies may be premature, writes Laurence Dodds in San Francisco

t is a match made in heaven - or at least that's where the honeymoon is planned. On one hand, an unconventional corporate structure that sometimes appears to defy gravity; on the other, a multi-billiondollar attempt to realise the futuristic dream of flying cars.

On Tuesday, a German start-up called Lilium became the third flying car maker in two months to announce that it was going public via a special purpose acquisition company, or Spac, often referred to as a "blank cheque" arrangement.

Rather than undergoing a traditional stock market float, Lilium will merge with a Spac called Qell led by former General Motors executive Barry Engle, valuing it at \$3.3bn (£2.4bn). Engle founded and funded Qell in December with the goal of finding a transformative opportunity, without yet knowing what it would be The trend was kicked off in

February by Palo Alto-based Archer Aviation, which will merge with a Spac called Atlas Crest for a valuation of \$3.8bn. Two weeks later, San Josebased Joby Aviation struck a deal with Reinvent Technology Partners, a Spac created by LinkedIn co-founder Reid Hoffman and Zynga founder Mark Pincus, to merge at a valuation of \$6.6bn.

All three companies see a bright future in "urban air mobility", using light, energy-efficient vertical take-off aircraft to ferry passengers

or cargo on shortrange hops between and within major cities distances currently only practical for ground transport such as cars and trains. "We view ourselves as venture capital at scale," said Reinvent's chief executive Michael Thompson at the time. "We look for innovative companies with virtually unlimited growth potential companies that are at the nexus of impactful and attractive long-term technology trends where we can add value."

Joby, he predicted, is "going to fundamentally transform human transportation," and is in a position to lead the aerial taxi industry for decades to come.

For some, however, the use of Spacs raises eyebrows. It has taken only three months for the funds raised via US Spacs in 2021 to exceed last year's entire total (\$87.9bn vs \$83.4bn). Investors are falling over themselves to get into such deals, with celebrities such as Serena Williams and Jay-Z involved too, and analysts fear the craze is out of control.

One problem is that Spacs have less rigorous transparency requirements than traditional public offerings. Investors generally buy in before they know which company will be acquired, although they usually get to vote on the final merger.

The US Securities and Exchange Commission has also warned that initial sponsors of Spacs often get better terms on their investment than those who oin later, even though the latter group provides more

capital.

Consequently, sponsors may have an incentive to close a deal that is unfavourable for most of their fellow investors It is notable that some of the most hotly anticipated Spacs of this year involve electric and autonomous vehicle (EV and AV) start-ups such as Rivian and Lucid Motors. Like flying cars, these are potentially world-changing

technologies whose short-term future remains uncertain. "We're still sceptical of the commercial viability of these companies," says Garrett Nelson, vice president of equity research at the forensic investment research firm CFRA, who believes that widespread and profitable use of flying cars is actually at least a decade away.

'While we do think the technology is there, and we've seen that from the test flights that have happened, they're still a long way from producing a mass market product that's affordable for the average consumer.

"Really there's no revenue generating business yet. So there's a lot of hope and a lot of potential, but there's a lot of steps that have to take place between today and where these companies want to go - and getting there is going to be very expensive."

revenue generating business yet. There's a lot of hope and a lot of potential'

'There's no

launch in 2017, hiring a Nasa veteran as "director of engineering for aviation", the taxi-hailing titan sold it off to Joby last December. Chief executive Dara

was still hopeful about the technology, and hoped to partner with Joby in future.

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All three aviation firms have made bold predictions. Lilium estimates that it will start making a profit in 2025 and bank annual profits of \$1.5bn by 2027, with 1,000 aircraft in operation. A spokesman said those figures are based on

Lilium's business plan, which is not public.

Joby says it expects to be profitable by 2026 on revenues of \$2bn, apparently based on internal figures. It did not respond to a request for comment.

Archer's projections are the most modest, with revenues of \$12.3bn by 2030 and no date yet for full profitability. A spokeswoman declined to share further details because the Spac deal is still going through, but said: "Given the size of the helicopter replacement market and any reasonable UAM assumption, our actual penetration assumptions are conservative."

As with private space flight, flying car builders must work hard to repay huge initial expenditure on research and development. Some companies go beyond comparisons to helicopter flights and claim they will be able to undercut ground transportation.

"So far there's really been a lack of information regarding the economics," says Nelson.

Nevertheless, all three companies also have arguments in favour of listing via Spac. Thompson, head of Reinvent, described it as a way to push Joby across the event horizon of getting regulatory approval from the US Federal Aviation Authority (FAA). 'A Spac offers Securing that green light will "de-risk' a time the company, making it attractive to efficient and traditional inventors.

A spokeswoman for Archer made a similar argument, saying: "A Spac offers a more time efficient and certain route to raising the substantial capital needed to advance Archer's plans towards FAA certification and bring our aircraft to market by 2024. "Additionally, it allows Archer early access to high-quality

Lilium is the third long-term investment partners that flying vehicle maker in two months to announce it will go public via a Spac

provide not only sticky capital but also relevant strategic partnerships. A spokesman for Lilium said it had examined many options but found a

Spac would best fund its "long-term ambitions". He cited Engle and his team's "deep expertise" at building new transport businesses. The companies appear to be

banking on investors' appetite for blue-sky opportunities with titanic potential markets. That is not a bad bet when you consider the fortunes of Tesla, whose gigantic 700pc share price increase last year is an object lesson in the benefits of arriving early to a risky but transformative industry.

Uber's exit might also say more about Uber than about flying cars. Along with its taxi-hailing rival Lyft, it suffered a brutal drop in taxi use during the pandemic and has long been under pressure to cut its costs.

Other major companies have been happy to step in: General Motors recently showed off a design for a future vehicle called the "Vertile", while Fiat Chrysler (owned by Stellantis) has struck a partnership with Archer to mass-produce flying cars starting in 2023.

Lilium works with Lufthansa Aviation Training and boasts investment from British fund Baillie Gifford and Chinese tech giant Tencent. Joby says it is working with Toyota, Uber and the US Department of Defense. Archer has partnerships with United Airlines and the Dutch auto giant Stellantis.

In fact, Nelson says the Spacs - and the optimistic estimates - may end up as preludes to future buyouts, perhaps by incumbents hoping to grab a slice of a future that could overturn their business.

"What you're seeing there is a lot of posturing to pitch the growth potential of the industry, and potentially attract a suitor in the process," Nelson says. "It's possible that these companies will be bought by larger companies some day."

certain route

to raising

substantial

capital for

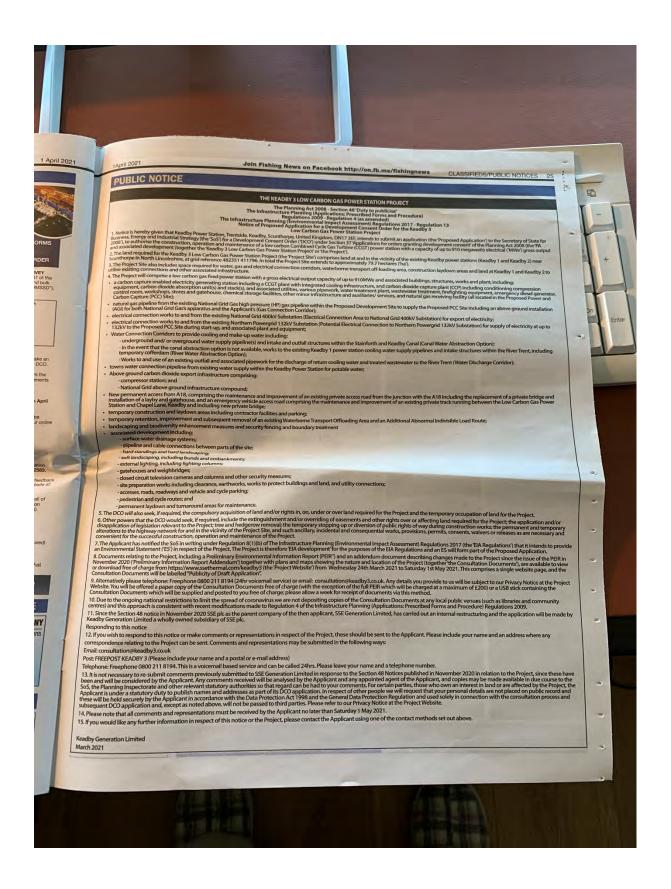
Archer's

plans'

The fate of Uber's flying car division provides an ill omen. Åfter a glamorous Khosrowshahi said he



Keadby Generation Limited March 2021







Daily Briefing Leading maritime commerce since 1734

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Shippers prepare for delays and disruption following Suez reopening

Suez tailback shrinks but 300 vessels still queuing

Suez blockage impact is a taste of climate change threat, says WTO

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Suit the technology to the ship – not the ship to the technology

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US names Maffei as chairman of FMC

Maersk unveils new Asia service via Panama to US east coast

Shippers prepare for delays and disruption following Suez reopening



AS CONTAINER SHIPS resume their passages through the Suez Canal and the backlog of ships awaiting transit begins to abate, the focus is now moving towards the deluge of volumes about to hit Europe's already disrupted supply chain.

Leth Agencies, the canal's largest agent, reports that 163 vessels have passed through the canal since it reopened on Monday afternoon.

However, data from Lloyd's List Intelligence shows that there are still 74 containerships waiting to transit the canal, 43 of them waiting at the southern entrance and heading to Europe.

And Leth warned that on average another 53 vessels were arriving to join the queue each day.

Carriers will be searching for berths in ports around Europe to offload their cargoes. But shippers are already expressing concerns over what will happen to cargoes and asking that carriers communicate clearly over delays and diversions.

The containerised freight supply chain was already struggling with high levels of demand and pandemic-related constraints before the Suez Canal closure, and the latest blow threatens to further disrupt supplies of goods.

"The champagne cork has suddenly popped open and I think we're going to see similar pressure brought to bear on northwest European and US east coast ports," said James Hookham, secretary-general of the Global Shippers' Forum. "I think the lines have learned from last year that there needs to be greater interaction with ports to try to manage this, rather than just turn up and queue.

"There will be some skips and diversions, but they need to keep us informed."

Customers with containers destined for Southampton or London Gateway could find those boxes sent to Rotterdam or Antwerp, he warned.

That could also incur additional surcharges for repositioning, depending on the terms of the contract signed.

But during the crisis last year, stock arrived from Asia just as the shops were closing due to lockdown, Mr Hookham said.

"This time it will be the complete reverse. With UK shops reopening next week, I'm sure a lot of summer stock and garden furniture will be on those ships. That may frustrate some of the retailers. The challenge will be getting that into stores as quickly as possible."

But the situation may not be as bad as last year, when there was a massive disembarkation of stock that no one wanted.

On mainland Europe, however, which remains badly affected by the pandemic and which could be heading into further lockdowns, the situation will be less favourable.

"There will be a shortage of empties coming back. You could start to prioritise UK ports because you know you're going to get cleared faster."

Some European ports are already preparing for the onslaught of containers.

Valencia has announced that two of its terminals, MSC Terminal Valencia and CSP Iberian Terminal Valencia, will bring forward gate openings by two hours and CSP Iberian Terminal Valencia will extend its gate closing time until 2100 hrs.

According to Port Authority of Valencia estimates, the increase in traffic is expected to be between 20,000 teu and 25,000 teu, based on traffic held up on the south side of the canal.

This will be added to the daily traffic handled in the port, which averages of 15,000 teu per day.

"The Port Authority of Valencia expects that the arrival and departure of this retained traffic will be spaced out over the 10 to 15 days following next weekend, which will allow the impact to be minimised," it said.

Maersk warned in its latest customer advisory that while it was doing its best to mitigate the impact and minimise the total impact of supply chains, it was expecting a "significant loss in capacity over multiple weeks"

"Depending on market dynamics, we have decided to temporarily cease short-term bookings placed via Spot, as well as short term contracts this week and in the immediate future."

This would apply to all exports out of Asia, exports from Europe to Asia, the Middle East and Oceania, and from North America to the Middle East and Indian sub-continent, along with some smaller regional trades.

It assured shippers that the suspension would be temporary to allow it to move existing laden cargo and empties to the areas they were most needed.

Separately, Mediterranean Shipping Co said it expected that the disruption from the canal closure could continue through the second quarter as ships and empty containers were repositioned.

Freight rates have not yet shown any appreciable rise due to the Suez closure, but there are fears that the reduction in capacity caused by many ships taking the longer route around the Cape of Good Hope, along with equipment shortages, could soon lead to rate hikes as shippers struggle to book space.

Some carriers are already predicting a rise in spot rates and surcharges due the disruption.

"GSF is warning shippers to be wary of this signalling of future prices and of demands for new surcharges," said Mr Hookham. "This incident was not our fault and the reasons why customers should be expected to pay extra, on top of record shipping rates for goods delivered late and for reasons ultimately of the industry's own making, should be challenged.

"The shipping industry is reminded that 'Suez' is a canal in Egypt, not an excuse to price-gouge your customers."

Suez tailback shrinks but 300 vessels still queueing

THE logjam at the Suez Canal is receding but just over 300 vessels still remain queued at northern and southern ends, Lloyd's List Intelligence data show.

There are currently 307 vessels over 10,000 dwt awaiting transit, compared with 372 just before the containership *Ever Given* was re-floated and removed from blocking the Suez Canal.

While the queue has dropped by 17%, to total 25.9m dwt, based on vessel-tracking data, figures suggest that the Suez Canal Authority is prioritising clearing the backlog of containerships.

Some 100 containerships with teu capacity of just over 1m were trapped at the peak of disruption. This is now at 74 ships with combined teu of 763,442 capacity, according to Lloyd's List Intelligence information.

Not only have 26 of the waiting 100 boxships gone through, but also 10 were the largest Europe-bound

containerships. There were 17 containerships of 17,000 teu and above waiting on Monday. That has fallen to seven.

Bulk carriers appear to be facing longer delays while any reduction in the number of tankers waiting is negligible, although bigger ships awaiting transit are down.

There are 101 bulk carriers of 7.6m dwt in the queue, which has not changed very much since Monday, when 108 of this vessel type were recorded.

There are some 33 crude tankers of 5m dwt, including 16 suezmax tankers. That compares with 36 tankers and 24 suezmaxes on Monday.

Some 50 vessels normally transit the canal daily, with weekly containership transits between 75 and 90 ships depending on the season and demand. When the *Ever Green* was first stuck on March 23, some 165 vessels were waiting some 24 hours later.

Suez blockage impact is a taste of climate change threat, says WTO

THE Suez Canal blockage and the disruption it has caused is a warning of how global trade will suffer if climate change goes unaddressed, according to the head of the World Trade Organization.

Ngozi Okonjo-Iweala, its director-general, warned that failure to address climate change could directly affect trade.

"We all saw what happened recently with the *Ever Given* in the Suez Canal," she said during the International Energy Agency's net zero online summit. "It was not a climate change event... but it brought to mind what could happen to trade and to supply chains should we have these climate change type of events."

The 20,000 teu boxship *Ever Given* (IMO: 9811000) ran aground in the Suez Canal on March 23, blocking one of the world's busiest trade lanes for six days until it was refloated.

The incident left hundreds of vessels waiting to pass through the canal, forcing some of them to re-route. It is also expected to lead to months of trade disruptions and rate hikes, especially for boxships. "Sea level rise and extreme events could affect transport, distribution, communication and logistics networks underpinning modern day supply chains," Ms Okonjo-Iweala said of the dangers posed by climate change. She said making trade greener, through internationally agreed rules, would be an important contributor.

"International trade and WTO rules must support effective action on climate change," she said.

WTO member states will convene their 12th Ministerial Conference, the organisation's most important decision-making authority, at the end of November in Geneva.

Ms Okonko-Iweala said WTO member states should converge their positions on climate change and trade as the meeting edges closer. They will meet a couple of weeks after COP26, the United Nations Climate Change Conference being held in Glasgow in November.

The conference is considered a crucial meeting for climate change policy as it will see governments submit new national plans to support the 2015 Paris Agreement and negotiate wider implementation issues around the Paris Agreement goals.

Governments that signed up to the Paris deal agreed to limit global temperature increases this century to below 2 degrees Celsius and aim for 1.5 degrees Celsius.

COP26 president Alok Sharma said that even though countries accounting for around 70% of the global economy had committed to carbon neutrality, current actions meant they would fail to hit those targets.

"On our current course we are heading for global temperature rises of over 3 degrees. That will cause devastation in each and every country that is represented here today in this conference. And in many ways it will be the catalyst for an apocalyptic future," he said during the IEA summit.

The world needs to halve global emissions by 2030, Mr Sharma added and said the next decade must be one of action not deliberation.

He highlighted the significance of the development of renewable energy and stressed that coal in particular needed to be phased out and funding for coal projects brought to an end.

"The 500 gigawatts worth of new coal power stations that are planned around the world are, quite frankly, anathema to the Paris Agreement," said Mr Sharma.

WHAT TO WATCH

Tanker companies merge to form third-largest US-listed shipowner

INTERNATIONAL Seaways' planned merger with Diamond S Shipping will result in a tanker fleet of 100 and overall net debt of \$1.2bn, with the two companies earning a combined \$1bn in 2020.

Three senior executives from the tanker owner and operators held a conference call to reveal details of the all-stock deal which combines International Seaways' owned and operated fleet of 34 crude tankers with the 65 ships under Diamond S, which includes 50 medium-range product tankers.

Talks on the merger, which aims to be finalised by the third quarter of 2021, began over a year ago, according to Diamond S Shipping chief executive Craig Stevenson.

"We thought the two cultures made a lot of sense together," he said.

He was with Diamond S back in 2011 when the then-private company paid \$900m to buy 30 product tankers from Cido Shipping, which form the base of the existing fleet.

That purchase was backed by China Investment Corp sovereign wealth fund, marking China's first foray into international shipping in the US.

The International Seaways and Diamond S consolidation is the first significant merger since

2018, which marked the takeover of Gener8 by Euronav, and BW Tankers' buyout of Hafnia's product tanker fleet. Hafnia's overtures to merge with Ardmore Shipping last year were rejected.

The merged fleet's average age of 9.5 years is similar to that of Euronav and Frontline. The MR tankers with Diamond S Shipping average 12 years, which is double the average age of Scorpio Tanker's 59 owned vessels, Lloyd's List Intelligence data show.

International Seaways chief executive Lois Zabrocky said that the merged companies would have an enterprise value of \$1.8bn and become the thirdlargest US-listed tanker company by deadweight, at 11.3 million dwt, and the second-largest by vessel count.

Before today's announcement their market capitalisation was \$514.3m with Diamond S at \$388.2m.

Last year, International Seaways posted a \$5.5m loss on \$421.6m in revenue. Diamond S Shipping had a full-year net profit of \$26.3m on \$595.9m in revenues.

The two companies declined to provide overall cash breakeven rates required for the merged company, noting that it would produce \$23m in savings and \$9m in "revenue synergies". After the transaction, International Seaways shareholders will own 55.75% of the combined company and Diamond S at 44.25%, a statement announcing the deal said.

Seventy-one per cent of the fleet would be focused on crude and the remainder on moving refined products, the company said. Decisions about commercial management have yet to be made, the conference call heard. International Seaways has some of its product tankers in a pool with Chile's Ultragas while Diamond S Shipping has vessels in the Norient product tanker pool.

These would all be evaluated in the coming months, the executives said, with Mr Stevenson staying on in an advisory role during the merger.

OPINION:

Suit the technology to the ship – not the ship to the technology

SHIPOWNERS' technical teams recognise the danger posed by polished salesmen pushing the latest shiny solution, *writes Richard Clayton*.

Even so, with so much emphasis now given to improving efficiency and reducing emissions, it's hard not to be seduced into fitting propeller boss cap fins, rotor sails, air lubrication, sleek paints, batteries, or kites.

"People are being offered silver bullets wherever they look," said Sean Mclaughlin, adviser to the board of UK-based consultancy Houlder. It's hardly helpful.

In fact, he suggests, technical teams are so busy doing their day job they have little time to independently trial each new technology to see whether it helps to meet EEXI requirements, RightShip stipulations, or investors' environmental, social and corporate governance expectations.

This leaves the thinly-stretched tech team somewhat vulnerable to the purveyors of new tech. It's even more unlikely they will have time to assess the combined effect of two technologies to calculate whether 2 + 2 = 5.

Short of bringing in a consultancy, where should the owners' technical team begin?

The advice is sound: do not begin with the shiny technology, begin with the ship.

The trouble taken to understand the vessel's operating characteristics at a granular level, the design details, the specific trading pattern, and the prevailing weather and sea conditions related to that pattern will pay off in the long run. "Based on a vessel's actual operating profile, you need to find out where the significant amounts of fuel consumption are," adds Jonathan Strachan, Houlder's director for ship design and engineering. "From that, what are the best options to reduce your fuel consumption?"

Vessels built in the past two or three years will struggle to gain any fuel saving from new technology, whereas ships of 15 years or older might not secure a return from the investment. The timing of the sweet spot depends on the vessel and its operational characteristics, not the technology.

It also depends on whose expectations are the more significant.

"There's a disparity in terms of measures," Mr Mclaughlin says. "If you are saving fuel, you are saving emissions, and saving money — but it doesn't help you much with an EEXI calculation.

"If you want your bank to comply with the Poseidon Principles, then a real fuel saving will tick the box." But if charterers are focused on the RightShip greenhouse gas rating, you'd better achieve another standard.

"The challenge for the in-house tech team is not only the technology itself but matching it to the commercial objectives. The charterer's perspective is significant, along with the fuel saving," he comments.

Shipowners have their own needs, such as not wanting to employ another crew member to look after the technology, thereby negating any saving made. Battery technology might be rejected because of the additional weight, while shore power might be rejected because port authority intentions do not go that far. Even wind solutions fit certain trades but not others. The key is to think of the installation of new technology not as bolting on an appendage but as a minor redesigning of the ship. Does the operating profile suit such a redesign? If not, think again.

In short, know your ship and do the math.

ANALYSIS:

Is carbon capture the solution shipping has been waiting for?

COULD carbon capture and storage be the miracle cure that shipping needs to tackle emissions?

Those developing such technologies certainly think so, at a time when zero-emission fuels have yet to fully take off.

Several solutions are being worked on which could be developed within this decade.

One such solution — the decarbonICE technology — is moving from the conceptual stage to regulatory approval. It has the potential to cut greenhouse gas emissions from shipping by about 90%.

The technology is being developed in Denmark by the Maritime Development Centre and has the backing of leading shipowners and charterers, namely NYK Line, Teekay, BW Group, Ardmore, Sovcomflot, Vale and Knutsen OAS. South Korea's Daewoo Shipbuilding and Marine Engineering is involved on the technical side.

The solution involves carbon capture through the cryogenic cooling of exhaust gases, which is then sunk into the sea at high velocity.

"With global carbon emissions heading in the wrong direction, sending carbon ice blocks down to the sea floor at depths of 2,800 metres and below will allow for carbon neutrality using conventional fuels," according to project developer Jan Boyesen.

"Shipping could even become carbon negative, if combined with using biofuels or some synthetic fuels such as methanol."

When carbon is emitted into the air, a large amount is absorbed by the surface of the sea, which leads to acidification, he explained. However, when carbon is captured and made into dry ice, only 1%-2% ends up in the water. The entire ocean floor is not suitable for the task, however, due to mountain ranges and/or marine life, said Mr Boyesen.

A geologist working with the project has mapped out the seabed and has identified abyssal plains as suitable areas where carbon descent vehicles, of about 1 tonne, can be torpedoed from the ship's stern at 28 metres per second into the soft seabed soil, where they will stay for time immemorial as CO2 hydrate.

"The speed at which it is dropped, through pure physics, ensures that the carbon block, which is minus 78 degrees Celsius, will sink 10 metres below the seabed," he said, adding that the CDVs would be launched every 10-15 minutes from the larger vessels, which emit up to 300 tonnes of CO2 every 24 hours.

Some bacterial organisms that live on the seabed could potentially be affected at the point of impact, although no formal study has yet been carried out.

Since the total area for storing shipping emissions will cover about 15,000 square kilometres per year, it is envisaged that the effect will be insignificant, given the actual extent of the sea floor, Mr Boyesen said.

The project's leaders are in talks with flag, port and coastal states to make recommendations to the International Maritime Organization for an amendment to the London Convention on Pollution of the Seas to allow the storing of CO2 in seabed sediments, as an addition to subsea storage, which has been permitted.

Due to rigorous procedures at the IMO, the proposal could take a minimum of one year up to six years to be approved, Mr Boyesen said. In addition, specialist training would need to be carried out for handling of the ice blocks on board the vessel.

Other solutions are also being developed, which will provide some choice for owners.

Finnish scrubber manufacturer Wärtsilä recently highlighted the potential to capture carbon at the point of exhaust, much like current scrubbers remove sulphur oxides.

Its initial findings showed that carbon capture and storage on ships was "technically viable" and it will be installing a one-megawatt pilot plant in Moss, Norway, to test the theory.

"Carbon capture is exciting because it can provide significant reductions in a relatively short timeframe" said the company's director Sigurd Jenssen. "CCS is an important piece in the puzzle to bring down greenhouse gas emissions from shipping by 2050."

It could take between three to six years to develop compared with say, alternative fuels, which need a much longer time to build the necessary infrastructure.

"Carbon capture is more ready for marine applications and what we want to test is whether land-based designs can be transferred to ships, but there are operational constraints like space that need to be overcome," he said.

The system would likely require a separate scrubber, but more work needs to be done to establish whether existing scrubbers could also handle the CO2 extraction, said Mr Jenssen, who is based in Norway. The only difference would be the type of solvent used.

"On land, carbon emission cuts of 90% are possible, but for shipping, we will start with 70%, which is the IMO target reduction per vessel."

The CO2 captured will be stored on tanks and be deposited at port reception facilities, which are mostly in Northern Europe, where the CO2 is pumped into used oil fields.

"As there is not only one single solution to shipping's environmental impact, the sector must innovate broadly across multiple areas," Mr Jenssen said. Every year, about 1bn tonnes of CO2 is produced from ships, which represents 2%-3% of global emissions.

Swiss-based start-up Daphne Technology is also looking to target CO2 from all fuels over the next few years.

While several pilot projects are underway, its universal green converter aims to eliminate up to 99% of SOx and particulate matter, and up to 85% of NOx from ship exhausts. It is also expected to cut methane slip from ships by about 80%, using liquefied natural gas dual-fuelled engines, and will be able to convert ammonia slip from future ammonia fuel, according to the company.

The CO2 conversion from all fuels could be ready by 2025.

"We started by developing a solution for SOx, NOx and PM (Black Carbon) emissions, as these were the primary pollutants released by the maritime industry under regulatory focus," the company's founder and chief executive Mario Michan said.

"As new regulations and new fuels have been introduced, we saw the need to further develop our system. We discovered we could use the same patented technology to remove all toxic and greenhouse gas pollutants."

The technology involves high-energy electrons that break down the molecules in the funnel, so what is released can be captured and stored and re-used for fertiliser.

The company, which is funded by Saudi Aramco Energy Ventures, part of Saudi Arabia's national oil company, and a grant from the European Union, is aiming to install the world's first dry exhaust gas cleaning system with a circular economy at the end of 2021.

A circular economy is an economic system aimed at eliminating waste and which has a continual use of resources.

While alternative fuels with zero carbon emissions are developed to meet IMO decarbonisation goals, carbon capture, storage, and potential recycling into useable products may be the golden answer for shipping.

Ammonia: The trillion-dollar question

THE cost to build a plant that will produce enough green ammonia to supply marine fuel for just four post-panamax-sized vessels is currently between \$690m and \$791m.

That sobering statistic best illustrates the enormous commercial challenges shipping faces to transition to a zero-carbon, emission-free world.

Ammonia might be carbon-free, but it is also highly toxic, comes with serious safety risks, and has not been used for internal combustion engines for cars or aircraft. It represents a giant leap into the unknown for shipping.

The money that needs to be spent to decarbonise the global maritime sector is staggering.

Some \$70bn needs to be invested by 2025 if international shipping wants to switch 5% of marine fuels to zero-emission alternatives by 2030 and meet climate-change objectives, according to Peder Osterkamp, the shipping lead from COP26 Climate Champions.

A further \$390bn needs to be spent within the following five years to meet 2035 targets – and \$1.9trn in total by 2050, Mr Osterkamp's analysis shows.

Some 87% of that \$1.9trn cost accounts for building ammonia marine fuel infrastructure, while 13% finances the building of zero-emission vessels.

These figures do not include the huge investment needed to produce hydrogen-based fuels such as ammonia on the scale needed, only highlighting the financial barriers alongside already considerable technical uncertainties.

It will cost up to \$6trn to build green ammonia and renewable energy plants around the world to decarbonise 40% of international shipping by 2050, an Environmental Defense Fund white paper published in 2020 estimates.

A plant that produces 700 tonnes daily, costs between \$690m and \$791m "and is approximately equivalent to the daily consumption of four postpanamax-sized vessels", the paper said.

Despite this, it is likely the first deepsea, zeroemission-ready, ammonia-powered ships will be in the water by 2024, with further government investment needed to support more pilot projects. "Very near term, you've got to prove the technology from an operational standpoint and get pilots running from deepsea ports... then you can start to think about scale," said Mr Osterkamp.

Zero-emission pilot projects could focus on vessels plying dedicated routes, such as from Asia to the west coast of the US, where necessary port and marine fuel infrastructure exists at both ends, he said.

Shipowners, cargo owners and energy providers all had to invest in any pilot to make it feasible, he said.

Zero-emission vessels need a guaranteed return over a longer period, unlike the shorter-term charters that characterise today's fleet employment and leave most of the risk sitting with the shipowner.

"For the pilots and early-stage work, we can get to there without a carbon levy — but for the full transition, there will obviously need to be some market-based measure to make it viable," Mr Osterkamp added.

"There are issues on bringing institutional investors into shipping's decarbonisation, as transparency needs to be improved, and ESG standards required to attract that kind of industry financing."

Green ammonia is produced using water, air and renewable electricity, as green hydrogen is combined with nitrogen using electrolysis.

So-called brown ammonia is produced using natural gas or coal as feedstock, while blue ammonia refers to natural gas via carbon capture and storage. All use the Haber-Bosch process to produce the ammonia.

About 170m tonnes of ammonia was made in 2018, mostly for the fertiliser industry, with negligible volumes of this classed as 'green' and seaborne trade at some 18m tonnes.

Shipping needs more than three and a half times of the world's current ammonia production — and all of that sourced from clean, renewable electricity — to power the international fleet, the EDF paper concludes.

That fleet of around 70,000 vessels consumed the energy equivalent of 650m tonnes of ammonia in

marine fuel oil based on 2012 figures, according to a paper on the subject produced by class society DNV.

Such volumes require 6,500 TWh of renewable electricity, or the total amount of electricity generated in China today.

"If ammonia were to be produced from wind energy today, a typical capex for an onshore wind farm is \$500,000 per GWh annual production capacity, which implies a capex of the electricity needed of \$3.2trn," DNV said in a study.

"Assuming at least \$2,000 per tonne annual production capacity for the ammonia plant via electrolysis of water, 650m tonnes of ammonia would lead to \$1.3trn investments in ammonia plants.

"The total investments for the fuel alone would need to be \$4.5trn before taking into account economies of scale, which would reduce investment costs."

The price of ammonia derived using renewable energy like wind or solar power depends not only on the cost of the electricity, but also capital expenditure to build the electrolyser.

The electrolyser accounts for some 65%, with the DNV study calculating that would price green ammonia at between \$2,200 and \$3,500 per tonne. That compares to when ammonia is produced using natural gas, at \$860 per tonne.

So-called brown ammonia at the same energy content corresponds to paying the equivalent of \$600 per tonne for low-sulphur fuel oil, according to DNV.

That means ammonia is already unable to compete with VLSFO on financial merits, DNV concludes. The higher cost of green and blue ammonia makes it impossible to calculate payback times for investing in this technology.

Despite this, when it comes to decarbonisation, ammonia has more pros than cons as an alternative fuel.

There is an easy, feasible pathway to ammoniapowered vessels: dual-fuel engines are now widely accepted for liquefied natural gas and fuel oil, offering future flexibility.

And while it is a dangerous chemical that needs careful handling, it is easier to store in tanks than hydrogen, according to DNV. That is why around 40 LPG carriers already deployed for ammonia transport are seen as natural candidates for the first ammonia-fuelled engines, DNV says. The global ammonia trade shipped in LPG carriers can be refrigerated, semi-refrigerated or under pressure.

Proponents of ammonia point out that bunkering infrastructure is already established at ports served by these gas carriers worldwide, as they already load and discharge at terminals as part of fertiliser trades.

When it comes to engine costs, DNV believes ammonia engines cost the same as an LPG engine, although tanks will need to be about twice the size.

Safety risks can be managed, ships can be built for conversion later, existing engines can be retrofitted, and so-called brown or blue ammonia could be used initially if there are supply issues for green ammonia.

Regulations currently prohibit ammonia's use as a marine fuel, with changes needed at the International Maritime Organization.

The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) does not allow for any toxic cargo like ammonia to be used as a fuel.

"Given the pace of IMO [policy] development and what they have on their agenda now, it's fair to assume that the technical ability will be in place before there are any revisions to the code," said DNV's programme director for maritime fuels research, Hans Anton Tvete.

"We've tried to overcome that barrier by developing our own class rules, so that we are in a position to assist our clients with all the questions that are coming up now.

"Our goal is that our class rules will be accepted as an alternative [while the codes are updated]," he added, something that has been done before.

Nitrogen oxides are emitted when ammonia is used via internal combustion, so selective catalytic reduction equipment is needed.

Ammonia is also difficult to ignite, so engines require diesel or some form of pilot fuel for cocombustion. "We mustn't forget that technology transitions all happen along an S-curve," said Mr Osterkamp.

"It is very expensive [initially] and that first step is tough — but once you get past that tipping point, that's when things take off."

The first ammonia-fuelled vessels are set to hit the water by 2024, but uptake will not be significant before 2030, according to Marius Leisner from DNV.

"It will easily take a few years before the shipping industry can be convinced that this is a good fuel

Accounting for carbon consumption

THE decarbonisation of shipping is a matter of interest not just to the shipping industry, but also to its customers.

That is particularly true in container shipping, where the customers include some of the world's most powerful brands, many of which have their own decarbonisation agendas.

There is growing societal pressure on the vendors of goods to account for the carbon emissions of their products. Consumers, the final link in the supply chain, want to know the green credentials of the product they are buying.

Achieving that requires a level of transparency on carbon emissions that the box shipping sector cannot yet deliver, but for which there is increasing pressure to achieve.

"Our customers expect us to help them decarbonise their global supply chains, and we are embracing the challenge, working on solving the practical, technical and safety challenges inherent in the carbon-neutral fuels we need in the future," said Maersk chief executive Søren Skou.

Carriers are aware that both the International Maritime Organization's 2050 ambitions and other commercial and social drivers require solutions to prevent carbon emissions from the sector.

Yet they are also noticing greater customer demand for greener shipping.

"Our major customers in particular are indeed increasing their focus on these issues," said Bud Darr, executive vice-president, maritime policy and government affairs, at MSC Group. and this is natural — the industry is quite riskaverse and there are good reasons for that," he said.

"We'll need to see the experience from running these vessels, make sure that they're running without problems and start building trust that this is a good fuel, so those who want to can start building out the bunkering infrastructure.

"We have seen that story with LNG. It takes time to build trust in technology to build the infrastructure before everyone else can follow."

"They generally have their own environmental, social and governance goals to meet, and they expect their supply chain partners to also be decarbonisation partners. We have to be responsive to that need as well as the internal drivers for meeting these objectives."

CMA CGM is also noticing increased interest from its customers.

"So many more customers want to talk to us about sustainability and want to ensure they can address their Scope 3 emissions and have the right visibility," said CMA CGM vice-president for sustainability Patricia Picini.

"If you go to some of the big B2C companies, their consumers ask them for visibility — and they ask us, as their suppliers, for visibility."

One of those companies that is taking those decarbonisation goals seriously throughout its supply chain is L'Oréal, the beauty products brand.

"We work with many suppliers and it is critical that we understand and involve them in any climate change initiatives," said transportation vicepresident Adam Hall.

"It is not OK to isolate and disregard the overall supply chain's ability to bring sustainability to the forefront."

L'Oréal is taking what it describes as a series of "small, concise actions" to reduce carbon emissions in its transport by 50% by 2030.

"There is an opportunity for transport leaders to put a stake in the ground and declare our intention to be radical in our thinking," Mr Hall said. "We will be holding our carrier partners accountable for bringing better solutions to the table. We want to be able to optimise by CO2, and have a carrier partner that is investing to bring equipment that differentiates.

"We need more choices but we need to incentivise and reward good behaviour and move away from those that are not getting on board with sustainability."

Yet even big shippers cannot move the market alone, says Ingrid Irigoyen, associate director for ocean and climate at the Aspen Institute Energy and Environment Program.

"It is going to require working together as a group," Ms Irigoyen said.

"In terms of getting shippers together, it is important to understand their goals and how serious the commitment is.

"In order to get the first-movers together, it is necessary to get them to see how cleaning up their maritime transport fits with their other investments in climate impacts."

However, one of the biggest issues faced by shippers is a lack of transparency from carriers regarding carbon emissions.

"There is a lack of good information. How do carriers compare with each other?" Ms Irigoyen said.

"Pushing towards greater transparency could make a really big difference — having systems in place where shippers are able to make more informed choices. Some of that is starting to come up in other segments, such as the Sea Cargo Charter in the bulk sector."

Doing something similar for the container shipping sector would be "complicated, but possible" and would allow shippers to make better-informed choices.

Ms Picini argues there are moves afoot already among the carrier community, such as the Clean Cargo Working Group, where lines agreed on the way they calculated emissions.

"It is very important, as it is where we are with shippers and some of the carriers — and shippers can express their concerns and what they would like to have," she said. "We probably need to do more to align on that, but the working group is a good basis for these discussions and normally we have a common definition."

Nevertheless, many shippers still feel they lack the information required.

"For a lot of them, it feels very mysterious and a lot of the information that is out there has been described as garbage," Ms Irigoyen said.

"Is that a fair characterisation? Perhaps. What we will start seeing is the imposition of transparency on companies. There has got to be more transparency so shippers can compare apples to apples."

Some freight forwarders are already stepping forward and are becoming important players in this space.

Kuehne + Nagel's SeaExplorer, for example, gives specific CO₂ emissions and ratings per routing on port pairs.

DHL Global Forwarding also provides a carbon dashboard that tracks data from DHL, as well as five other logistics service providers. The resulting transparency allows customers to benchmark and set targets as well as identify carbon contributors and develop reduction strategies.

Yet carriers, too, are starting to come to the party.

"We already feel pressure from large forwarders who have their own sustainability programmes," Mr Darr said.

"Quite honestly it is an enormous effort to keep up with that. Just because they've come up with some metrics, it doesn't mean they are compatible with our own, even if we're trying to do the same thing. There needs to be some standardisation and collaboration.

"The public and non-governmental organisations also want more transparency and we provide a carbon calculator, where our customers can get a calculation of what the estimated carbon emission will be on a particular container on a particular trade route. They can make their own choices based on that."

At CMA CGM, Ms Picini says it is possible to look at emissions from individual port pairings, but the finer granularity is more difficult. "It is not possible to give calculations on a per-vessel level, but only on port pairings," she said.

The carrier does, however, provide "after the fact" reports to its customers and offers tailor-made reports with real figures.

"There are more and more requests for this," Ms Picini said.

Yet for Mr Hall at L'Oréal, it is no longer an option to simply rely on forwarders or other partners to self-report emissions. "We have to own the data," he said. "Investment in systems that look at CO2 as being as important as miles, transit and cost, is key."

Pressure will continue to grow in this field, and carriers will need to do more to make visible the changes they are making with their sustainability goals, in the face of increasingly determined customers.

As Mr Hall puts it: "We have a considerable amount of influence and opportunity."

Black carbon offers shipping a chance to clean up the Arctic and its reputation

IN June 2019, Austin Ahmasuk, an indigenous Alaskan hunter, looked across from the shores of his Kawerak community on the Bering Strait and snapped a photo of an oil tanker on the horizon.

He later tracked the plume of smoke emanating from its exhaust for 17 km. He complained to authorities about the air pollution, but there was nothing they could do.

Tribal communities like Mr Ahmasuk's blame soot deposits from ship exhausts for health problems, declining fish and animal populations, and disrupted Arctic ecosystems.

Ships are increasingly common in the region as melting Arctic ice opens sea lanes. Their emissions contain black carbon, tiny unburned particles that can stay airborne for up to two weeks before settling like a grey blanket on the ice, making it warmer and less reflective.

Black carbon is a potent "climate forcer": its global warming potential can be up to 3,200 times as strong as CO2 over 20 years. Green groups say it is responsible for 7% of shipping's climate warming impact over 100 years — and 21% over 20 years.

Shipping emits just 2% of the black carbon in the Arctic, but this share is growing. Emissions from ships rose 85% in the Arctic from 2015 to 2019, according to the International Council on Clean Transportation.

Unlike CO2, it is short-lived in the atmosphere. However, environmentalists worry this means shipping's emissions are more damaging than those from other sources, since they float lower in the atmosphere and so are more likely to land on ice. "What is emitted from shipping in the Arctic is almost certainly all going to stay in the Arctic, which means at least some of it is going to be deposited locally and then have an impact on warming," said Pam Pearson, a former US diplomat, now director of the International Cryosphere Climate Initiative.

Black carbon's warming effect is stronger in the Arctic than elsewhere, and shipping is emitting more of it, while other man-made sources decrease.

"Ships are really the only source of black carbon that are sometimes literally breaking through the ice and emitting black carbon at the same time," said ICCT marine programme lead Bryan Comer.

Dr Comer said added to this, 72% of the heavy fuel oil burned in the Arctic was from four-stroke engines, which emit more black carbon per unit of energy than the two-stroke engines that power bigger ships.

"The trend is the wrong way, both globally and in the Arctic," he said.

Non-governmental organisations want the International Maritime Organization to make ships in the Arctic switch from using residual fuels (highand low-sulphur fuel oil) to distillates (marine gasoil and marine diesel oil) to reduce emissions.

Doing so would cut Arctic black carbon emissions by about 44%, they say, and boost confidence in the shipping industry's claim to be serious about its climate responsibilities.

The IMO has hosted talks on black carbon for more than a decade, so far to little result. NGOs say forcing a fuel switch would bypass the need to develop standard black carbon measurements, potentially avoiding more years of talks.

There are other options to reduce emissions avoiding using older, mechanical-injection engines in or near the Arctic, or switching to LNG-fuelled ships as Russia's state shipping company Sovcomflot is doing — but these are much costlier.

Environmentalists also dislike LNG engines because they emit unburned methane, a potent greenhouse gas.

Yet IMO regulation of black carbon is unlikely any time soon. Most states say more research is needed before rules can be set — though some, such as the International Bunker Industry Association, support a voluntary switch to distillates.

Clean Arctic Alliance lead adviser Sian Prior said reducing black carbon emissions would make a big and immediate difference to shipping's climate impact — and perhaps to its reputation.

Emissions could be cut further if ships used exhaust treatments such as particulate filters and electrostatic precipitators, she added.

"We could actually achieve something very quickly if we were to switch to lighter or cleaner forms of fuel, or even move away from fossil fuels altogether," she said.

Decarbonisation is shipping's thorniest problem. Shipping must replace the power source of its entire fleet with zero-carbon alternatives, which do not yet exist. The cost will be huge and the future uncertain.

By contrast, helping to fix black carbon in the short term boils down to the price difference between VLSFO and MGO — about \$30 a tonne in Rotterdam on March 22.

"It's only really a problem for whoever's footing the fuel bill. And if everybody's playing by the same rules, then you're actually not at a disadvantage anyway," Dr Comer said.

Eventually a global black carbon regulation will be needed, maybe in the form of an engine standard. That means first agreeing on how to sample and measure it — a process that could take years because of the variety of fuels and engines used in the maritime industry.

Black carbon emissions vary widely by engine and fuel types, as well as factors like engine load and

condition. Newer engines are much cleaner than older ones, and there are signs that VLSFO emits less black carbon than HSFO because it burns better.

BIMCO, the biggest shipping association, said it supports black carbon reduction, but new measures should be introduced in a "practicable manner".

"At this point, we believe more work is needed before the IMO can make the most practical and fact-based decisions," said deputy secretary-general Lars Robert Pedersen.

He said switching to distillates for all ships operating in the Arctic was not straightforward.

BIMCO and other industry groups have also disputed some IMO black carbon studies, saying they relied on unrepresentative fuel samples and engine types, and so risked overstating emissions.

Mr Pedersen added that the IMO had already agreed a ban on the use of heavy fuel oil in Arctic waters from July 1, 2024. This would force many ships to use distillate fuels.

However, that long-awaited ban was defanged when Russia — by far the biggest HFO user and emitter — won a waiver until 2029 for Arctic-flagged ships and those with protected fuel tanks.

Dr Comer said with its various exemptions, the ban stops only 16% of HFO use and reduces black carbon emissions by 5%.

Russia opposed the ban on economic grounds, arguing it would increase the cost burden for ships serving 35,000 km of its Arctic coastline.

On March 26, Russia told the IMO shipping was responsible for a "very small share" of overall emissions. It said controls should be based on reliable measurements and consider economic costs.

"We do not see the grounds at the moment to develop any mandatory regulatory measures," Russia said.

NGOs' calls for a mandatory switch to distillates got nowhere at the IMO pollution subcommittee meeting on March 26, as countries opted instead for further talks.

Most countries supported a proposal to work on "goal-based guidelines", with France warning "there

are no simple solutions" and "making a choice today may mean we make the wrong decision".

Sweden and the Solomon Islands said mandatory cuts should be discussed as soon as possible, while other countries voiced unease that the IMO had been so slow to discuss the problem. The Clean Arctic Alliance was left "utterly shocked and bitterly disappointed" at the result, Dr Prior said later.

The political discussion continues at the IMO's Marine

Environment Protection Committee in June. Until then, NGOs hope ships will make the voluntary switch to distillates.

Mr Ahmasuk said black carbon was a global problem and there were many aspects to be managed.

However, he said cutting emissions could buy more time "to protect Arctic indigenous people... and Arctic ecosystems from the impact of melting".

MARKETS:

CMA CGM close to ordering 12 dual-fuel neo-panamaxes

CMA CGM is believed to be close to finalising orders for 12 dual-fuel neo-panamax containerships as the French carrier plans a continued increase in the proportion of its fleet that is powered by cleaner energy.

The company has signed letters of intent with two Chinese yards, Hudong-Zhonghua-Shipbuilding and Jiangnan Shipyard, according to sources familiar with the matter.

Formal contracts for the deals, which include a trio of firm ship orders plus options for another three for each yard, are expected to be signed in April.

CMA CGM is still weighing options for the size of the vessels that can be fuelled by liquefied natural gas, between 13,000 teu and 15,000 teu — vessels of the smaller size being more flexible for port calls.

A spokesman for the Marseilles-headquartered shipping line said: "We are not commenting on market rumours."

A dual-fuel 15,000 teu ship was now priced in the region of \$145m-\$150m in China — about \$10m-\$15m higher than previous levels — due to a ramp-up in shipbuilding costs, including more expensive ship plates, said a shipyard expert.

Braemar said in a recent report that newbuilding prices at yards had been rising on the increased enquiry and steel price rises.

"With forward delivery positions almost three years forward we expected new enquiries coming in mainly from containerships and [liquefied natural gas carriers]," said the broker.

Should the orders be finalised on schedule, delivery time is estimated for the second half of 2023.

The yard expert said there were limited available building slots left at Hudong-Zhonghua and Jiangnan — both of which come under the umbrella of China State Shipbuilding Corp — for large dualfuel boxships. As a result, capacity will be allocated on a first-come, first-served basis.

CMA CGM is forming a sizeable fleet of LNG-fuelled ships mainly on Asia-Europe and transpacific trades via ordering or chartering in newbuildings.

The company currently has two 15,000 teu ships of such type in service, with 16 more of the same size on order, according to estimates from consultancy Linerlytica.

It has also ordered nine dual-fuel 23,000 teu vessels, of which six have been delivered.

Cosco sees long-term box shipping contract as strategic move

COSCO Shipping Holdings, controller of the world's third-largest boxship fleet, is making "better-thanexpected" progress on transpacific contract Compared to past trends, agreements have been reached faster in 2021 at more reasonable prices, the company's president Yang Zhijian told investors.

"We are very confident about this year's contract signing [prospects]," Mr Yang said.

The annual negotiations between carriers and shippers on transpacific trade normally start early in the year and progress through to May.

Contract rates for both large and smaller clients have improved "considerably," which will have a large contribution on the revenue side, according to vice-president Chen Shuai.

He declined to elaborate on the level of the mark-ups but said cargo owners were now willing to pay more for a secured shipping service against the backdrop of the coronavirus crisis, which has led to a severe shortage of carrying capacity in the market.

Smaller rival Zim earlier said transpacific contract rates were running 50% higher this time than last year.

Mr Yang also revealed that the state-owned giant had signed long-term contracts of about three years with several Chinese major producers of household appliances, including Midea, Haier and TCL.

"The long-term contracts, not only on transpacific trade but also on other routes, would be a strategic

Green ammonia will be cost effective by 2050: DNV

GREEN ammonia is gaining traction as a nextgeneration fuel within the shipping community because it is deemed to be another cost-effective alternative in efforts to comply with tightening regulations over greenhouse gas emissions.

Pierre C Sames, senior vice-president at classification society DNV, flagged potential cost savings of above 60% from the marine use of green ammonia over other synthetic liquid fuels.

Green ammonia would cost between \$40-\$50 for each gigajoule of energy produced by 2025, Mr Sames noted, referencing projections from DNV and the International Energy Agency.

That compares favourably with the projected costs for synthetic methane and other liquefied fuels,

direction for us," he said. "It is a very useful way to stabilise the logistics chain."

Cosco Shipping Holdings, the Shanghai-and Hong Kong-listed containership and port unit of state conglomerate China Cosco Shipping Corp, reported a 47% increase in net profit to Yuan9.9bn (\$1.5bn) for 2020 amid a boom in freight markets during the second half.

Rates fell back, albeit mildly, following the Chinese New Year and has stabilised since late March, said Mr Chen, who was "cautiously optimistic" about the markets in the second and third quarters of 2021.

He said it was unlikely there would be another surge in rates as the lockdown-led logistics bottleneck is easing. However, rates are still expected to fluctuate at high levels.

The management also said the company had no plan yet for mergers and acquisitions, despite sitting on more Yuan52bn of cash reserves at end-2020. The investment will focus on the purchase of vessels and containers as well as the development of digital technologies.

CSH is believed to be considering orders for 10 dual-fuel 15,000 teu containerships through its Orient Overseas International unit, although the newbuilding project is pending board approval before it can be finalised.

which, respectively, came in at over \$70 and more than \$80 per gigajoule.

Cost differentials will narrow in the longer term but green ammonia will retain the lead through to 2050, DNV and IEA data showed.

Mr Sames told a webinar discussion that marine use of green ammonia could well beat running ships on a cleaner burning fossil fuel once the market at large starts to embrace carbon taxes.

The price of green ammonia is expected to halve to \$850 per tonne equivalent to marine gas oil by 2050, benefiting from a reduction in the cost of producing hydrogen from using electricity generated by renewable energy. On the other hand, the overall per tonne price of marine gas oil with the carbon price built in is projected to exceed \$1,000, up from just under \$800, in the next five years.

The class society assumed a per tonne carbon price of \$100 by 2050, up from \$60 by 2025, in arriving at the marine gas oil cost projections.

The data appeared to back the feasibility of building or modifying ships to burn green ammonia, which is also deemed to be relatively less complex to handle and more available than other future fuel alternatives, according to Mr Sames.

Unlike the case for liquefied natural gas or hydrogen, the storage of liquid ammonia onboard vessels does not demand the use of expensive, cryogenic tanks.

Ammonia is also produced from combining hydrogen with nitrogen, which is far more abundant as an atmospheric gas compared to sequestered carbon dioxide needed to pump out green methanol.

OTHER NEWS:

Problem of leaking hatch covers add to cargo loss claims

LEAKING hatch covers have been responsible for an overwhelming number of cargo losses or damage claims from bulkers, according to Brittania P&I.

Other issues include water ingress from the bilge or ballast system, too much ballast remaining on board, and loose rust contaminating the cargo.

Hatch covers should be properly tightened to be able to withstand any type of sea condition.

PIL completes restructuring after Heliconia lifeline

PACIFIC International Lines, the Singapore-based boxship owneroperator, has completed a debt restructuring.

Under the arrangement, the company will get a debt and equity injection amounting to \$600m from Temasek-invested Heliconia Capital, which becomes the largest shareholder.

Heliconia has subscribed to \$200m of convertible preference shares issued by PIL's holding company, in addition to extending a \$200m loan and a revolving credit facility of \$200m, according to a statement released by the shipping line.

Grindrod offloads last three spot tankers in pivot to dry bulk

GRINDROD Shipping Holdings, the Nasdaq-listed bulker and tanker operator, has sold three tankers for a total \$49.6m as it pivots to dry bulk.

It sold the 2013-built medium range product tankers *Leopard Moon* (IMO:9635755) and *Leopard Sun* (IMO: 9635781) for \$21.4m each. They are set for delivery to an unidentified buyer by April 30.

Grindrod also sold the 2009-built, 16,922-dwt small tanker *Breede* (IMO: 9382487) for \$6.8m in a separate transaction. It said it would use the proceeds to repay \$25.8m in senior secured debt.

Shipping faces queues at Australian port due to bad weather

SHIPPING delays are being reported off the Australian port of Newcastle, with bad weather leading to the longest queues since last November.

Bulk carrier queues increased to 41 vessels in port of Newcastle, up from 40 the week before, according to Lloyd's List Intelligence vessel tracking data.

"In my experience, temporary weather of this nature has its biggest impact in the short term, although it's too soon to say for certain how much damage has been done to the rail and port infrastructure," said Felipe Simian, chief executive of the Chile-based dry bulk operator Nachipa.

Lloyd's predicts continuing hardening for marine after best result in years

MARINE, aviation and transport lines at Lloyd's clocked up their best result in years, with a return to both underwriting profit and a combined ratio below 100%, the insurance market revealed in its annual results.

The outcome is in marked contrast to the numbers for Lloyd's as a whole, which had a pre-tax loss of £900m (\$1.24bn) for 2020, down from the £2.5bn profit in 2019, with natural catastrophes, Brexit and the pandemic all contributory factors.

However, it already looks clear that reinsurance will take a sizeable hit from last week's closure of the Suez Canal.

US names Maffei as chairman of FMC

US PRESIDENT Joe Biden has appointed Daniel Maffei as the new chairman of the Federal Maritime Commission, according to a statement.

Mr Maffei's appointment comes just days ahead of the president's

planned unveiling of proposed legislation that would fund a major programme of infrastructure development in the United States.

Mr Maffei, who replaces Michael Khouri, can play a key role in ensuring that the US maritime industry receives its full share of attention in the apportioning of funding in that new programme, estimated at up to \$4trn.

Maersk unveils new Asia service via Panama to US east coast

MAERSK North America has announced the start of a new service from May — the TP23 — linking ports in Vietnam and China with the US east coast via the Panama Canal.

"Importers are looking for more US east coast gateways in their Asia-North America supply chains, while exporters are looking for more equipment especially in the southeast US region," said managing director Narin Phol. "The TP23 service will enable us to address these needs while integrating our warehousing and distribution network."

The TP23 string will include eight Maersk vessels and two from Zim.

Classified notices follow



Looking to publish a judicial sale, public notice, court orders and recruitment?

For EMEA please contact Maxwell Harvey on +44 (0) 20 7017 5752 or E-mail: <u>maxwell.harvey@informa.com</u> For APAC contact Arundhati Saha - Mobile: +65 9088 3628 Email: <u>Arundhati.Saha@informa.com</u>



OIKOS MARINE & SOUTH SIDE DEVELOPMENT

SECTION 48 OF THE PLANNING ACT 2008



REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

Notice is hereby given that OIKOS STORAGE LIMITED ("Oikos") of HOLE HAVEN WHARF, HAVEN ROAD, CANVEY ISLAND, ESSEX, SS8 ONR intends to make an application to the Secretary of State for Transport under section 37 of the Planning Act 2008 ("the 2008 Act") for a Development Consent Order ("DCO") to redevelop part of its Canvey Island bulk liquid storage facility. If constructed, the development, known as the Oikos Marine & South Side Development ("OMSSD"), will be located within the administrative boundaries of Castle Point Borough Council and Essex County Council.

The proposed development consists of:

existing jetties;

A capital dredge;

river;

unloading infrastructure on two of the facility's

The construction of new bulk liquid storage tanks

within the southern part of the facility nearest to the

- The installation of additional marine loading and Ξ.
- · Additional road loading facilities; together with Related works including: - New operational infrastructure;
 - A new workshop;
 - An office extension:

 - On-site landscaping;
 Off-site ecological improvements; and
 Increased parking within the facility.

The OMSSD project constitutes an Environmental Impact Assessment "EIA" development for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, Olkos is, therefore, required to undertake an Environmental Impact Assessment and will be submitting an Environmental Statement as part of its application for a DCO.

A Preliminary Environmental Information Report ("PEIR") has been prepared on a topic by topic basis which considers the likely impact of the OMSSD project during both construction and operation. The PEIR and related consultation documents will be available to view and download from Tuesday 6th April 2021 on the OMSSD consultation website at: www.oikos.co.uk/omssd/consultation. It is anticipated that the DCO application will submitted later this year.

In accordance with the 2008 Act, Oikos is running a formal consultation on the OMSSD project between Tuesday 6th April and 11:59pm on Tuesday 18th May 2021.

Due to Covid-19 restrictions, the consultation will be held 'virtually' using an online virtual exhibition room which can be accessed from Tuesday 6th April 2021 via www.consultationspace.com/Oikos-OMSSD. We will also be holding four online webinars including Q&A sessions during the consultation period, as follows:

Date	Time	Date	Time
Monday 26th April	11 am - 2 pm	Tuesday 4th May	6 pm - 9 pm
Thursday 29th April	9 am - 1 pm	Saturday 8th May	8 am - 11 am

To register to attend any of the above sessions please visit www.oikos.co.uk/omssd/consultation.



If you have questions about the OMSSD including the consultation process or wish to request copies of the consultation documents please contact us by email:oikos@communityrelations.co.uk or by calling us on Freephone: 0800 206 2583.

All of the consultation documents, plans and maps showing the nature and location of the proposed OMSSD and a tck questionnaire will be available to view and download free of charge from Tuesday 6th April 2021 via the OMSSD website at: www.oikos.co.uk/omssd/consultation.

All the documents will be made available for inspection until 11:59pm on Tuesday 18th May 2021. Printed copies of all of the documents and consultation materials can be provided on request using the contact details below or by calling us on Freephone: 0800 206 2583. Please note there may be a reasonable copying charge for certain documents of up to £300.

You can submit your views on the OMSSD project by:

- Completing the online feedback questionnaire at: www.oikos.co.uk/omssd/consultation or www.consultationspace.com/Oikos-OMSSD
- Emailing us at: oikos@communityrelations.co.uk
- Writing to us at the following address: OIKOS FREEPOST (please note this must be written in capitals and no stamp is required) Requesting a hard copy of the feedback questionnaire to be sent to you in the post, and returning it via freepost to:
- OIKOS FREEPOST (must be written in capitals and no stamp is requi

All responses must be received by us in writing before 11.59pm on Tuesday 18th May 2021. Responses received after that time may not be considered.

More information about the OMSSD project and the consultation can be found at: www.oikos.co.uk/omssd

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise'

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 -Regulation 13

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that Keadby Generation Limited (the 'Applicant'), whose registered office is Keadby Power Station, Trentside, Keadby, Scunthorpe, United Kingdom, DN17 3EF, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares ('ha').

3. The Project Site also includes space required for water, gas and electrical connection corridors, waterborne transport off-loading area, construction laydown areas and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of electricity;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of electricity at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:

- underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);
- In the event that the canal abstraction option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
- Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
 - associated development including:

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- surface water drainage systems;
- pipeline and cable connections between parts of the site;
- 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 preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;
- accesses, roads, roadways and vehicle and cycle parking;
- pedestrian and cycle routes; and
- permanent laydown and turnaround areas for maintenance.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public rights of way 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.

7. The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Documents relating to the Project, including a Preliminary Environmental Information Report (PEIR") and an addendum document describing changes made to the Project since the issue of the PEIR in November 2020 ('Preliminary Information Report Addendum') together with plans and maps showing the nature and location of the Project (together 'the Consultation Documents'), are available to view or download free of charge from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 24th March 2021 to Saturday 1st May 2021. This comprises a single website page, and the Consultation Documents will be labelled "Publicity of Draft Application".

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: <u>consultation@keadby3.co.uk</u>. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the exception of the full PEIR which will be charged at <u>a maximum of</u> £200) or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via this method.

10. Due to the ongoing national restrictions to limit the spread of coronavirus we are not depositing copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

11. Since the Section 48 notice in November 2020 SSE plc as the parent company of the then applicant, SSE Generation Limited, has carried out an internal restructuring and the application will be made by Keadby Generation Limited a wholly owned subsidiary of SSE plc.

Responding to this notice

12. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Email: consultation@keadby3.co.uk

Post: FREEPOST KEADBY 3 (Please include your name and a postal or e-mail address)

Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number.

13. It is not necessary to re-submit comments previously submitted to SSE Generation Limited in response to the Section 48 Notices published in November 2020 in relation to the Project, since these have been and will be considered by the Applicant. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and

these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

14. Please note that all comments and representations must be received by the Applicant **no later than** Saturday 1 May 2021.

15. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

Keadby Generation Limited

March 2021

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

The Planning Act 2008 - Section 48 'Duty to publicise'

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 4 (as amended)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 -Regulation 13

Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project

1. Notice is hereby given that Keadby Generation Limited (the 'Applicant'), whose registered office is Keadby Power Station, Trentside, Keadby, Scunthorpe, United Kingdom, DN17 3EF, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprises land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorpe in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares ('ha').

3. The Project Site also includes space required for water, gas and electrical connection corridors, waterborne transport off-loading area, construction laydown areas and land at Keadby 1 and Keadby 2 to utilise existing connections and other associated infrastructure.

4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of electricity;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of electricity at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:

- underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);
- In the event that the canal abstraction option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
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- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
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- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;
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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.

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these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

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15. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

Keadby Generation Limited

March 2021

ENVIRONMENT & INFRASTRUCTURE

ENVIRONMENTAL PROTECTION

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT THE PLANNING ACT 2008 - SECTION 48 'DUTY TO PUBLICISE' THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 -

REGULATION 4 (AS AMENDED)

THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 - REGULATION 13 NOTICE OF PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT

1. Notice is hereby given that Keadby Generation Limited (the 'Applicant'), whose registered office is Keadby Power Station, Trentside, Keadby, Scunthorpe, United Kingdom, DN17 3EF, intends to submit an application (the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatts electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Power Station Project' or 'the Project').

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4. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

 a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);

• natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);

 electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of electricity;

• electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of electricity at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment:

• Water Connection Corridors to provide cooling and make-up water including:

 – underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);

 In the event that the canal abstraction option is not available, works to the existing Keadby 1 power station cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option); Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);

• towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;

• Above ground carbon dioxide export infrastructure comprising:

- compressor station; and
- National Grid above ground infrastructure compound;

• New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;

• temporary construction and laydown areas including contractor facilities and parking;

• temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;

• landscaping and biodiversity enhancement measures and security fencing and boundary treatment

- associated development including:
- surface water drainage systems;
- pipeline and cable connections between parts of the site;
- 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 preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;

- accesses, roads, roadways and vehicle and cycle parking;
- pedestrian and cycle routes; and
- permanent laydown and turnaround areas for maintenance.

5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or over land required for the Project and the temporary occupation of land for the Project.

6. Other powers that the DCO would seek, if 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public rights of way 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.

7. The Applicant has notified the SoS in writing under Regulation 8(1) (b) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide an Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the purposes of the EIA Regulations and an ES will form part of the Proposed Application.

8. Documents relating to the Project, including a Preliminary Environmental Information Report (PEIR") and an addendum document describing changes made to the Project since the issue of the PEIR in November 2020 ('Preliminary Information Report Addendum') together with plans and maps showing the nature and location of the Project (together 'the Consultation Documents'), are available to view or download free of charge from https:// www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 24th March 2021 to Saturday 1st May 2021. This comprises a single website page, and the Consultation Documents will be labelled "Publicity of Draft Application".

9. Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or email: consultation@keadby3.co.uk. Any details you provide to us will be subject to our Privacy Notice at the Project Website. You will be offered 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 £200) or a USB stick containing the Consultation Documents which will be supplied and posted to you free of charge; please allow a week for receipt of documents via this method.

10. Due to the ongoing national restrictions to limit the spread of coronavirus we are not depositing copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

11. Since the Section 48 notice in November 2020 SSE plc as the parent company of the then applicant, SSE Generation Limited, has carried out an internal restructuring and the application will be made by Keadby Generation Limited a wholly owned subsidiary of SSE plc.

Responding to this notice

12. If you wish to respond to this notice or make comments or representations in respect of the Project, these should be sent to the Applicant. Please include your name and an address where any correspondence relating to the Project can be sent. Comments and representations may be submitted in the following ways:

Email: consultation@keadby3.co.uk

Post: FREEPOST KEADBY 3 (Please include your name and a postal or e-mail address)

Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs. Please leave your name and a telephone number.

13. It is not necessary to re-submit comments previously submitted to SSE Generation Limited in response to the Section 48 Notices published in November 2020 in relation to the Project, since these have been and will be considered by the Applicant. Any comments received will be analysed by the Applicant and any appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Planning Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For certain parties, those who own an interest in land or are affected by the Project, the Applicant is under a statutory duty to publish names and addresses as part of its DCO application. In respect of other people we will request that your personal details are not placed on public record and these will be held securely by the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Website.

14. Please note that all comments and representations must be received by the Applicant no later than Saturday 1 May 2021.

15. If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.

Keadby Generation Limited March 2021 (3774250)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (North West) (No.17) Order 2021" authorising the stopping up of a length of Silverdale Road at Chorley in Lancashire. This is to enable development as permitted by Chorley Borough Council under reference 20/00835/CB3MAJ.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk by quoting NATTRAN/NW/S247/4389.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 30 March 2021 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh, Casework Manager

HIGHWAYS ENGLAND

A1 IN NORTTHUMBERLAND: MORPETH TO ELLINGHAM SECTIONS 91 AND 92 OF THE PLANNING ACT 2008 RULE 13(6) OF THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

NOTICE OF HEARING RELATING TO THE A1 IN NORTHUMBERLAND: MORPETH TO ELLINGHAM PLANNING INSPECTORATE REFERENCE: TR010059

NOTICE IS HEREBY GIVEN that, at the dates, times and places set out below, a virtual Compulsory Acquisition Hearing and Issue Specific Hearings will be held by the Examining Authority (appointed by the Secretary of State) for the examination of the application made by Highways England (the "Applicant") for a Development Consent Order (the "DCO") for the A1 in Northumberland: Morpeth to Ellingham (the "Application").

The Application was made to the Secretary of State (via the Planning Inspectorate) under sections 14, 22 and 37 of the Planning Act 2008 on 7 July 2020 and was accepted by the Planning Inspectorate for examination on 4 August 2020. The Application has been given the Planning Inspectorate reference number **TR010059**.

SUMMARY OF THE SCHEME

The Application seeks development consent for the A1 in Northumberland: Morpeth to Ellingham (the "Scheme"), located within the administrative area of Northumberland County Council.

The main aspects of the Scheme comprise the following:

1. the upgrade of approximately 12.6 kilometres of the A1 to dual carriageway between Morpeth and Felton, including the construction of a new dual carriageway bypassing the existing A1 between Priests Bridge and Burgham Park;

2. the upgrade of approximately 8 kilometres of the existing A1 to dual carriageway between Alnwick and Ellingham;

3. four new split-level junctions to be constructed at Highlaws, Fenrother, West Moor and Charlton Mires;

4. construction of a new bridge where the A1 crosses the River Coquet in parallel with the existing bridge;

5. construction of a new accommodation bridge at Heckley Fence.

If the DCO is made by the Secretary of State, it would allow the Applicant, for the purpose of constructing, operating and maintaining the Scheme, to acquire compulsorily interests in and rights over land, including the power to create and acquire new rights over land, and to take possession of and to use land temporarily.

The DCO would also make provision for development with other ancillary matters including the temporary and permanent stopping up of private means of access in the vicinity of the Scheme.

HEARINGS

The Examining Authority's letter dated 22 March 2021 contains notification that due to the current covid-19 pandemic all hearings will be held virtually either over the internet, or by telephone link for anyone without access to the internet, or by teleconference. You will be able to take part at home on the dates and times set out in the table below.

Event	Date	Time	Joining Details
Compulsory Acquisition Hearing	Tuesday 20 April 2021	Arrangements Conference at 9:30am Hearing starts 10:00am	Join by digital device or telephone using details to be provided in
Issue Specific Hearing on Environmental Matters	Wednesday 21 April 2021	Arrangements Conference at 9:30am Hearing starts 10:00am	forthcoming agendas
Issue Specific Hearing on Environmental Matters	Thursday 22 April 2021	Arrangements Conference at 9:30am Hearing starts 10:00am	

The Examining Authority intends to cover all matters in the above timeframe. However, notification is also made for reserve Hearings on the following dates in case the Examining Authority considers that it is necessary to use this, for example due to more time being needed or if a session is disrupted by technical or other issues. Advice will be published on the Planning Inspectorate website nearer the time whether these will take place https://infrastructure.planninginspectorate.gov.uk/projects/north-east/a1-in-northumberland-morpeth-to-ellingham/.

(3774214)

Motors

Caravans/Motor Homes/Mobile Homes



Public	
Notices	

Public Notices

Notices	
Public Notices	THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT The Planning Act 2008 - Section 48 'Duty to publicise' The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
NORTH LINCOLNSHIRE	Regulations 2009 - Regulation 4 (as amended) The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 - Regulation 13 Notice of Proposed Application for a Development Consent Order for the Keadby 3 Low Carbon Gas Power Station Project
COUNCIL	 Notice is hereby given that Keadby Generation Limited (the 'Applicant'), whose registered office is Keadb Power Station, Trentside, Keadby, Scunthorpe, United Kingdom, DN17 3EF, intends to submit an application
Town and Country	(the 'Proposed Application') to the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS
Planning (Development Management	for a Development Consent Order ('DCO') under Section 37 'Applications for orders granting developmer consent' of the Planning Act 2008 (the 'PA 2008'), to authorise the construction, operation and maintenance
Procedure) (England)	of a low carbon Combined Cycle Gas Turbine (CCGT) power station with a capacity of up to 910 megawatt
Order 2015 -	electrical ('MWe') gross output and associated development (together the 'Keadby 3 Low Carbon Gas Powe Station Project' or 'the Project').
Notice under Article 15	2. The land required for the Keadby 3 Low Carbon Gas Power Station Project (the 'Project Site') comprise
Planning (Listed	land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2) near Scunthorp in North Lincolnshire, at grid reference 482351 411796. In total the Project Site extends to approximate
Building and Conservation Area)	 79.7 hectares ('ha'). The Project Site also includes space required for water, gas and electrical connection corridors, waterborr
Regulations & Act 1990	transport off-loading area, construction laydown areas and land at Keadby 1 and Keadby 2 to utilise existin
Town and Country	 connections and other associated infrastructure. The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of u
Planning Act 1990	to 910MWe and associated buildings, structures, works and plant, including:
Notice is hereby given that the council has received the	 a carbon capture enabled electricity generating station including a CCGT plant with integrated coolir infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipmer
following applications which	carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, wat treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, contr
either affect a listed building, is within a conservation area,	room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure ar
is a major development or	auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbo Capture (PCC) Site):
represents a departure from the Local Plan. Details are available	natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the second se
at Church Square House, 30-40 High Street, Scunthorpe DN15	Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
6NL or at www.northlincs.	electrical connection works to and from the existing National Grid 400kV Substation (Electrical)
gov.uk/planning. Comments should be	 Connection Area to National Grid 400kV Substation) for export of electricity; electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential)
made within 21 days of this	Electrical Connection to Northern Powergrid 132kV Substation) for supply of electricity at up 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
notice, preferably online or by email at planning@northlincs.	Water Connection Corridors to provide cooling and make-up water including:
gov.uk. Keadby with Althorpe	 - underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);
PA/2021/276	- In the event that the canal abstraction option is not available, works to the existing Keadby
Reserved matters Old Railway Sidings, A18 from	power station cooling water supply pipelines and intake structures within the River Trent, includir temporary cofferdam (River Water Abstraction Option);
Althorpe to Gunness	- Works to and use of an existing outfall and associated pipework for the discharge of return coolir
Belton PA/2021/311 Outline dwelling	 water and treated wastewater to the River Trent (Water Discharge Corridor); towns water connection pipeline from existing water supply within the Keadby Power Station f
78A, High Street Appleby PA/2021/524	 potable water; Above ground carbon dioxide export infrastructure comprising:
Erect rear extension	- compressor station; and
Silverdale, 12 Church Side Crowle PA/2021/284	 National Grid above ground infrastructure compound; New permanent access from A18, comprising the maintenance and improvement of an existing the existi
Dwellings	private access road from the junction with the A18 including the replacement of a private bridge
Lock Stock & Barrel, Cross Street	and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Ga
Broughton PA/2021/546 All weather pitch and	Power Station and Chapel Lane, Keadby and including new private bridge;
associated development	 temporary construction and laydown areas including contractor facilities and parking; temporary retention, improvement and subsequent removal of an existing Waterborne Transpo
Land adjacent Sports Field, Scawby Road	 Offloading Area and an Additional Abnormal Indivisible Load Route; landscaping and biodiversity enhancement measures and security fencing and boundary treatment
Scawby PA/2021/291	associated development including:
Dwelling 111 Fountain House, Scawby	 surface water drainage systems; pipeline and cable connections between parts of the site;
Road Wrawby PA/2021/317	 hard standings and hard landscaping;
4 Dwellings land rear of Wrawby Hall Care	 soft landscaping, including bunds and embankments; external lighting, including lighting columns;
Home, Vicarage Road	 gatehouses and weighbridges; closed circuit television cameras and columns and other security measures;
Barrow upon Humber PA/2021/528	- site preparation works including clearance, earthworks, works to protect buildings and land, and
New gate, door and windows Toybox Cottage, 3 Green Lane	utility connections; - accesses, roads, roadways and vehicle and cycle parking;
Winterton PA/2021/441	 pedestrian and cycle routes; and permanent laydown and turnaround areas for maintenance.
Solar arrays with associated works	5. The DCO will also seek, if required, the compulsory acquisition of land and/or rights in, on, under or ov
Land on restored part of	 land required for the Project and the temporary occupation of land for the Project. Other powers that the DCO would seek, if required, include the extinguishment and/or overridir
Winterton Landfill site, access roads to landfill site	of easements and other rights over or affecting land required for the Project; the application and/
If you do write or email us,	disapplication of legislation relevant to the Project; tree and hedgerow removal; the temporary stopping u or diversion of public rights of way during construction works; the permanent and temporary alteration
please bear in mind that anyone may read your letter	to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental ar
and a copy will appear on the council's web site (personal	consequential works, provisions, permits, consents, waivers or releases as are necessary and convenie for the successful construction, operation and maintenance of the Project.
details will be removed before	 The Applicant has notified the SoS in writing under Regulation 8(1)(b) of The Infrastructure Plannir (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') that it intends to provide a
being uploaded). In the event of any appeal,	Environmental Statement ('ES') in respect of the Project. The Project is therefore 'EIA development' for the
representations will be forwarded to the Ministry of	 purposes of the EIA Regulations and an ES will form part of the Proposed Application. Documents relating to the Project, including a Preliminary Environmental Information Report (PEIR") and a
Housing, Communities and	addendum document describing changes made to the Project since the issue of the PEIR in November 202
Local Government and the appellant unless a contrary	('Preliminary Information Report Addendum') together with plans and maps showing the nature and location of the Project (together 'the Consultation Documents'), are available to view or download free of charge
wish is clearly	from https://www.ssethermal.com/keadby3 (the 'Project Website') from Wednesday 24th March 202
expressed. Development Management	to Saturday 1st May 2021. This comprises a single website page, and the Consultation Documents will be labelled "Publicity of Draft Application".
ICENSING ACT 2003 APPLICATION	 Alternatively please telephone: Freephone 0800 211 8194 (24hr voicemail service) or ema consultation@keadby3.co.uk. Any details you provide to us will be subject to our Privacy Notice at the subject to our privacy Notice at the subject to be subject to be
FOR A PREMISES LICENCE	Project Website. You will be offered a paper copy of the Consultation Documents free of charge (with the
lotice is hereby given that an application for a remises Licence under the above-mentioned relation has been made by 2224 Market	exception of the full PEIR which will be charged at a maximum of £200) or a USB stick containing th Consultation Documents which will be supplied and posted to you free of charge; please allow a week fi
egislation has been made by 2224 Market imited to North East Lincolnshire Council in percent of promises known as Calcutta Street	receipt of documents via this method.
espect of premises known as Calcutta Street itchen Indian Restaurant, 17 Seaview Street, leathornes DN35, 8FU, The licensable	 Due to the ongoing national restrictions to limit the spread of coronavirus we are not depositing copie of the Consultation Documents at any local public venues (such as libraries and community centres) are
leethorpes. DN35 8EU. The licensable ctivities, which it is proposed to carry on at a promises are the sole of cleaked by retail	this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Plannin
he premises are: the sale of alcohol by retail or consumption on and off the premises. A	(Applications: Prescribed Forms and Procedure) Regulations 2009. 11. Since the Section 48 notice in November 2020 SSE plc as the parent company of the then applican
ecord of the application may be inspected at the offices of The Licensing Team, NE Lincs	SSE Generation Limited, has carried out an internal restructuring and the application will be made by
council, Doughty Road Depot, Doughty load, Grimsby, DN32 OLL, during normal	Keadby Generation Limited a wholly owned subsidiary of SSE plc. Responding to this notice
ffice hours. Any representations by interested arties or responsible authorities regarding	12. If you wish to respond to this notice or make comments or representations in respect of the Project, thes should be sent to the Applicant. Please include your name and an address where any correspondence
e application must be made in writing to the censing Team, NE Lincs Council at the	relating to the Project can be sent. Comments and representations may be submitted in the following way
bove address by midnight 15/04/2021. It is an fence, liable on summary conviction to a fine	Email: consultation@keadby3.co.uk Post: FREEPOST KEADBY 3 (Please include your name and a postal or e-mail address)
p to Level 5 (£5000) on the standard scale, knowingly or recklessly make a false	Telephone: Freephone 0800 211 8194. This is a voicemail based service and can be called 24hrs
tatement in connection with the application. urnia Licensing Consultants, Lincs.	Please leave your name and a telephone number. 13. It is not necessary to re-submit comments previously submitted to SSE Generation Limited in response to
	the Section 48 Notices published in November 2020 in relation to the Project, since these have been an
Newspapers Support Recycling	will be considered by the Applicant. Any comments received will be analysed by the Applicant and ar appointed agent of the Applicant, and copies may be made available in due course to the SoS, the Plannin
	Inspectorate and other relevant statutory authorities so that regard can be had to your comments. For
	certain parties, those who own an interest in land or are affected by the Project, the Applicant is under statutory duty to publish names and addresses as part of its DCO application. In respect of other people w
	will request that your personal details are not placed on public record and these will be held securely t
	the Applicant in accordance with the Data Protection Act 1998 and the General Data Protection Regulation and used solely in connection with the consultation process and subsequent DCO application and, except
	as noted above, will not be passed to third parties. Please refer to our Privacy Notice at the Project Websiti 14. Please note that all comments and representations must be received by the Applicant no later tha
	14. Please note that an comments and representations must be received by the Applicant no rater that Saturday 1 May 2021.

Please note that al comments and representations must be received by the Applicant no later than Saturday 1 May 2021.
 If you would like any further information in respect of this notice or the Project, please contact the Applicant using one of the contact methods set out above.
 Keadby Generation Limited

07799323258

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March 2021

Public Notices

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- Interness part, waterwater treatment, twenghing equipment, emerginicy diesel generator, coded proor, workshops, stores and patholice, chemical storage facilities, other minor infrastructure and maintinesi services, and national gas receiving facility all locations. The Proposed Power and Carbon (Carbon (PCC) Step:
 Instand gas paterine from the existing kational Grid Gas high pressure (Hg gas paterine) within the control of the

- Iowns weller connection pipeline from existing water supply within the Keadby Power Station for Above ground carbon dioxide export infrastructure comprising: Above ground carbon dioxide export infrastructure comprising: National Grid above ground infrastructure compound; New permanent access from AIB, comprising the maintenance and improvement of an existing private access road from AIB, comprising the maintenance and improvement of an existing and instatlation of a layby and gatehouse, and an emergency vehicle access road from software bridge maintenance and Chapel Linchon with the AIB including the replacement of a private bridge maintenance and chapel Linchon with the AIB including contractor Railities and particle. The private access road from software and an emergency vehicle access road comprising the maintenance and chapel Linchon with the AIB including contractor Railities and particle. The private bridge and Chapel Linchon with the AIB including contractor Railities and particle. The accession and Chapel Linchon with the AIB including contractor Railities and particle. Transport and Chapel Linchon with the AIB including contractor Railities and particle. Transport and biodiversity examinent measures and security fencing and boundary treatment associated development including them parts of the site; hard standings and hard inducting them parts of the site; atternal lighting, including lighting columns; gatehouses and weighting columns; gatehouses and weighting columns and other security measures: site preparation works including clearance, earthworks, works to protect buildings and land, and utility connections; including lighting columns; accesses, roads, readyays and wehice and cycle parking; :

- <text><text><text><text><text><text><text><text><text><text><text><text>



Goods Vehicle Operator's Licence Bradwell (Betton) Ltd trading as APS Movements, Unit 6. High Premier Industrial Estate, Sandtolt, Doncaster, DNB SSX is applying to change an exiting licence as follows: Io keep an extra 9 goods vehicles and 5 trailers at the operating centre at High Premier Industrial Estate. Betton Road, Sandtolt, Doncaster, DNB SSX 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 Hillpreast House, 386 Harehills Lane, Leeds, LS9 6NF stating their reasons, within 21 days of this notice. Representors to the splicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's Office.

Public Notices

Legal Notices

DENNIS FREDERICK WALTER GASH (Deceased) LASH (Decam) The second secon

JACQUELINE DOREEN THOMOSON BLAKE (Deceased)

DRAFE (Differential) Planuarit to the Tractele Act 1925 any persons having a clean appret of an interest in the states of the above named all rates of 219 Acta Street, Carinsty, North East of 219 Acta Registro by and wetten particulars from any magning to sind wetten particulars from any enclosing or on before 24002011, allow which data the Eastes will be deshbated having might only joint carine and interests of whom Tay have had node.

BIG SOLICITORS LLP. BIG SOLICITORS LLP. Lauriston House Town Hall Square GRIMSEY DN31 LIB. (PetELA00490-0003)



SIGAN PEAKER (Incessed) Provide 5 the Tester Act 105 any provide to the Tester Act 105 any provide the tester approximation of the test Locality of the tester test Locality of the tester before the tester and tester performance and tester tester and testers and testers tester activity of the test tester and testers and testers tester activity of the test activity of the tester activity of the test activity of the tester activity of the test activity of the test tester activity of the test activity of the test tester activity of the test activity of the test activity of the tester activity of the test activity of the test activity of the tester activity of test activity of t

WILKIN CHAPMAN LLP, 17 Commarket, Louth, Lincolnahire, UNTT

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APPENDIX 15.3: COMPLIANCE WITH REG 13 MARCH UPDATE

Consultee	Address	Email
The Health and Safety Executive	NSIP Consultations	NSIP.applications@hse.gov.uk
-	Health and Safety Executive	
	Building 2.2	
	Redgrave Court	
	Merton Road	
	Bootle	
	Merseyside	
	L20 7HS	
The National Health Service	National Health Service	england.contactus@nhs.net
Commissioning Board and the	Commissioning Board	
relevant Clinical Commissioning	PO Box 16728	
Group (CCG)	Redditch	
	В97 9РТ	
The National Health Service	National Health Service North	nlccg.primarycaredirectorate@nhs.net
Commissioning Board and the	Lincolnshire Clinical	
relevant Clinical Commissioning	Commisioning Group	
Group (CCG)	Health Place	
	Wrawby Road	
	Brigg	
	North Lincolnshire	
	DN20 8GS	
Natural England	Natural England	consultations@naturalengland.org.uk
	Natural England Consultation	
	Service	
	Hornbeam House	
	Electra Way	
	Crewe Business Park	
	Crewe	
	Cheshire	
	CW1 6GJ	
The Historic Buildings and	Historic England	e-midlands@HistoricEngland.org.uk;
Monuments	4th Floor	Tim.Allen@HistoricEngland.org.uk
Commission for England	Cannon Bridge House	
	25 Dowgate Hill	
	London	
	EC4R 2YA	
The valey and fire and receive		Pusie associate All Obumb and define as under
The relevant fire and rescue	Humberside Fire and Rescue	BusinesssafetyNL@humbersidefire.gov.uk;
authority	Service Headquarters	publicsafetycentre@humbersidefire.gov.uk
	Summergroves Way	
	Hull	
	East Yorkshire	
	HU4 7BB	
The relevant police and crime	The Police and Crime	Rachel.cook@humberside.pnn.police.uk
commissioner	Commissioner for Humberside	
	The Lawns	
	Harland Way	
	Cottingham	
	HU16 5SN	
The relevant parish council(s) or,	Keadby with Althorpe Parish	keadbywithalthorpeparishcouncil@yahoo.com
where	Council	
the application relates to land [in]	18 Woodgarr Avenue,	
Wales	Keadby,	
or Scotland, the relevant community		
council	North Lincolnshire	
	DN17 3BZ	

		clerk@crowleandealandcouncil.org
	Community Hub,	
	52-54 High Street,	
	Crowle,	
	DN17 4LB	
	The Clerk	beltonparish@gmail.com
	Belton Parish Council	
	135 Westgate Road	
	Belton	
	Doncaster	
	DN9 1QA	
The Environment Agency	Environment Agency	LNplanning@environment-agency.gov.uk;
The Environment (Beney	Waterside Drive	annette.hewitson@environment-agency.gov.uk
		annette.newitson@environment-agency.gov.uk
	Almondsbury	
	Bristol	
	BS32 4UD	
Homes and Communities Agency	Homes England	enquiries@homesengland.gov.uk
	One Friargate	
	Coventry	
	CV1 2GN	
The Joint Nature Conservation	Joint Nature Conservation	communications@jncc.gov.uk
Committee	Committee	
	Monkstone House	
	City Road	
	Peterborough	
	PE1 1JY	
The Maritime and Coastguard	The Maritime and Coastguard	hullmo@mcga.gov.uk; navigationsafety@mcga.gov.uk
Agency	Agency –	
	Humber	
	HM Coastguard Yorkshire and	
	Lincolnshire	
	Limekiln Lane	
	Bridlington	
	East Yorkshire	
	YO15 2LX	
Marine Management Organisation	Marine Management	marine.consents@marinemanagement.org.uk;
	Organisation (MMO)	sarah.errington@marinemanagement.org.uk;
	Lancaster House	hope.armstrong@marinemanagement.org.uk
	Hampshire Court	
	Newcastle upon Tyne	
	NE4 7YH	
	United Kingdom	
Civil Aviation Authority		
	Civil Aviation Authority	Airspace@caa.co.uk
	Civil Aviation Authority	<u>Airspace@caa.co.uk</u>
	Directorate of Airspace Policy	<u>Airspace@caa.co.uk</u>
	Directorate of Airspace Policy CAA House	<u>Airspace@caa.co.uk</u>
	Directorate of Airspace Policy CAA House 45-59 Kingsway	<u>Airspace@caa.co.uk</u>
	Directorate of Airspace Policy CAA House 45-59 Kingsway London	<u>Airspace@caa.co.uk</u>
The Highways Arrows	Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE	
The Highways Agency	Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE The Secretary of State for	Airspace@caa.co.uk Khasru.Ali@dft.gov.uk
The Highways Agency	Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE The Secretary of State for Transport	
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The Highways Agency	Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE The Secretary of State for Transport Department for Transport	
The Highways Agency	Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE The Secretary of State for Transport Department for Transport Great Minster House	
The Highways Agency	Directorate of Airspace Policy CAA House 45-59 Kingsway London WC2B 6TE The Secretary of State for Transport Department for Transport Great Minster House 33 Horseferry Road	

	Highways England (Varkshire and	Poppa Nowsome@bigbwaysangland.co.uk
The Highways Agency	North-east)	Donna.Newsome@highwaysengland.co.uk
	National Traffic Operations Centre	
	3 Ridgeway	
	Quinton Business Park	
	Birmingham B32 1AF	
The relevant Highways Authority	Head of Highways	
The relevant highways Authonity	North Lincolnshire Council –	
	Transport and Streets	
	Church Square House	
	30-40 High Street	
	Scunthorpe	
	North Lincolnshire	
	DN15 6NL	highwaydevelopment@northlincs.gov.uk_
The Canal and River Trust	Canal & River Trust	planning@canalrivertrust.org.uk;
	First Floor North Station House	simon.tucker@canalrivertrust.org.uk
	500 Elder Gate	sinon.tucker@canainvertrust.org.uk
	Milton Keynes	
	MK9 1BB	
Trinity House	Trinity House	enquiries@trinityhouse.co.uk
	Tower Hill	<u>enquires@trintyriouse.co.uk</u>
	London	
	EC3N 4DH	
Public Health England, an executive	Public Health England NSIP	Nsipconsultations@phe.gov.uk
agency of the Department of Health	-	Toponsulations@pilelgoviak
	Centre for Radiation	
	Chemical and Environmental	
	Hazards	
	Seaton House	
	London Road	
	Nottingham	
	NG2 4LA	
The relevant internal drainage board		darren.cowling@Imdb.co.uk
	Nottinghamshire Water Level	
	Management Board	
	Wellington House	
	Manby Park	
	Manby	
	Louth	
	LN11 8UU	
	Scunthorpe and Gainsborough	info@shiregroup-idbs.gov.uk
	Water	
	Management Board	
	Shire Group of Internal Drainage	
	Boards	
	Epsom House	
	Chase Park	
	Redhouse Interchange	
	Doncaster	
	DN6 7FE	

r		
	-	darren.cowling@Imdb.co.uk
	Board	
	Wellington House	
	Manby Park	
	Manby	
	Louth	
	Lincolnshire	
	LN11 8UU	
Local resilience forum	Humber Emergency Planning	heps@eastriding.gov.uk
	Service	
The Crown Estate Commissioners	The Crown Estate Commissioners	NSIP@thecrownestate.co.uk
	The Crown Estate	non e merovnestate.co.uk
	1 St James's Market	
	London	
	SW1Y 4AH	
The Forestry Commission	Forestry Commission	yne@forestrycommission.gov.uk
	Forestry Commission Yorkshire	<u>ynee forest feorinnissionigeviak</u>
	and North East Area	
	Foss House	
	Kings Pool	
	1-2 Peasholme Green	
	York	
	YO1 7PX	
The Secretary of State for Defence	Ministry of Defence –	DIO-Safeguarding-Statutory@mod.gov.uk
	Safeguarding	
	Defence Estates	
	Kingston Road	
	Sutton Coldfield	
	B75 7RL	
The National Health Service	National Health Service England	england.contactus@nhs.net
	Commissioning Board	
Commissioning Board	PO Box 16728	
	Redditch	
	B97 9PT	
The relevant NHS Trust	Scunthorpe General Hospital	nlg-tr.enquiries@nhs.net
	Cliff Gardens	
	Scunthorpe	
	North Lincolnshire	
	DN15 7BH	
The relevant National Health Service	-	alexis.percival@nhs.net; david.sanderson7@nhs.net
		arexis.percival@mis.net; uaviu.sanderson/@mis.net
Trust	National Health Service Trust	
	Trust Headquarters	
	Brindley Way	
	Wakefield 41 Business Park	
	Wakefield	
	WF2 0XQ	
Railways	Network Rail Infrastructure Ltd	TownPlanningSE@NetworkRail.co.uk
	Floor 5	
	1 Eversholt Street	
	London	
	NW1 2DN	
	Highways England Historical	hreenquiries@highwaysengland.co.uk
	Railways Estate	

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Dock and Harbour authority	Associated British Ports PO Box 1	number.general@abports.co.uk
	Port House	
	Northern Gateway	
	Hull	
	HU9 5PQ	
	Associated British Ports Humber	hesharbourmaster@abports.co.uk
	Estuary Services	nesnarbournaster@abports.co.uk
	Port Office	
	Cleethorpe Road	
	1 '	
	Grimsby	
Lissnes Helder (Chanter 1 Of Part 1	DN31 3LL National Air Traffic Services	aasha raasi@rata aa uk
Licence Holder (Chapter 1 Of Part 1		sacha.rossi@nats.co.uk
Of	4000 Parkway	
Transport Act 2000)	Whiteley Fareham	
	Hants	
	PO15 7FL	
Universal Service Provider	Royal Mail Group	denise.stephenson@royalmail.com;
	100 Victoria Embankment	daniel.parry-jones@realestate.bnpparibas;
	London	hitrotman@hotmail.co.uk
	EC4Y 0HQ	
Anglian Water	Anglian Water	sPatience@anglianwater.co.uk;
	PO Box 4994	planningliaison@anglianwater.co.uk
	Lancing	
	BN11 9AL	
Severn Trent Water	Severn Trent	
	PO Box 409	
	Darlington	
	DL1 9WF	
	Severn Trent Water Limited	
	Severn Trent Centre	
	2 St John's Street	
	Coventry	
	CV1 2LZ	
Yorkshire Water	Yorkshire Water	stephanie.walden@yorkshirewater.co.uk
	Western House	
	Western Way	
	Bradford	
	BD6 2LZ	
Cadent Gas Limited	Cadent Gas Limited	Tom.Bowling@cadentgas.com;
	Ashbrook Court Central	plantprotection@cadentgas.com;
	Boulevard	vicky.cashman@cadentgas.com
	Prologis Park	
	Coventry	
	CV7 8PE	
Energy Assets Pipelines Limited	Energy Assets Pipelines Limited	info@energyassetsnetworks.co.uk
	Ship Canal House	
	98 King Street	
	Manchester	
	M2 4WU	
ES Pipelines Ltd	ES Pipelines	
	Bluebird House	
	Mole Business Park	
	Leatherhead	
	Surrey	
	КТ22 7ВА	

Fulcrum Pipelines Limited	Fulcrum Pipelines Limited	connectionrequest@fulcrum.co.uk;
	2 Europa View	FPLPlant@fulcrum.co.uk
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	Sheffield	
	United Kingdom	
	S91 1XH	
Harlaxton Gas Networks Limited	Harlaxton Gas Networks Limited	info@harlaxtonenergynetworks.com
	Toll Bar Road	
	Marston	
	Grantham	
	Lincs	
	United Kingdom	
	NG32 2HT	
GTC Pipelines Limited	GTC Pipelines Limited	info@gtc-uk.co.uk
	Energy House	
	Woolpit Business Park	
	Windmill Avenue	
	Bury St. Edmunds	
	England	
	IP30 9UP	
Independent Pipelines Limited	Independent Pipelines Limited	info@gtc-uk.co.uk
	Energy House	
	Woolpit Business Park	
	Windmill Avenue	
	Bury St. Edmunds	
	England	
	IP30 9UP	
Indigo Pipelines Limited	Indigo Pipelines Limited	
	15 Diddenham Court	
	Lambwood Hill	
	Grazeley	enquiries@indigopipelines.co.uk
	Reading	
	England	
	RG7 1JQ	
Murphy Gas Networks Limited	Murphy Gas Networks	mail@murphygroup.co.uk
	Hiview House	
	Highgate Road	
	London	
	United Kingdom	
	NW5 1TN	
Quadrant Pipelines Limited	Quadrant Pipelines Limited	info@gtc-uk.co.uk
	Synergy House Windmill Avenue	
	Woolpit	
	Bury St. Edmunds	
	England	
	IP30 9UP	
National Grid Gas Plc	National Grid Gas PLC	box.landandacquisitions@nationalgrid.com
	1-3 Strand	มอระเลกันสานสะบุนเราะเบารัฐาาสะเบาสิ่ยที่น.com
	London	
Scotland Gas Natworks Dis	WC2N 5EH	sustamar@cm.co.uk
Scotland Gas Networks Plc	Scotland Gas Networks	<u>customer@sgn.co.uk</u>
	Axis House 5 Lonehead Drive	
	Newbridge	
	Edinburgh	
	Scotland	
	EH28 8TG	

	Scotland Gas Networks	
	Inveralmond House	
	200 Dunkeld Road	
	Perth	
	PH1 3AQ	
Southern Gas Networks Plc	Southern Gas Networks	<u>customer@sgn.co.uk</u>
	St Lawrence House	
	Station Approach	
	Horley	
	Surrey	
	RH6 9HJ	
Keadby Developments Limited	Keadby Developments Limited	
	Sse Plc	
	Keadby Power Station Trentside	
	Keadby	
	Scunthorpe	
	DN17 3EF	
Keadby Generation Limited	Keadby Generation Limited	
	Keadby Power Station Trentside	
	Keadby	
	Scunthorpe	
	DN17 3EF	
Eclipse Power Networks Limited	Eclipse Power Networks Limited	enquiries@eclipsepower.co.uk
	Olney Office Park	
	1 Osier Way	
	Olney	
	Buckinghamshire	
	_	
	MK46 5FP	
		-
Energy Assets Networks Limited	Energy Assets Networks	info@energyassetsnetworks.co.uk
	Ship Canal House	
	98 King Street	
	Manchester	
	United Kingdom	
	M2 4WU	
Fulcrum Electricity Assets Limited	Fulcrum Electricity Assets Limited	enquiries@fulcrum.co.uk
aleram Electrony Assets Elimited	2 Europa View	<u>enquires@ruterutricotuik</u>
	Sheffield Business Park	
	Sheffield	
	England	
	S9 1XH	
Harlaxton Energy Networks Limited	Harlaxton Energy Networks	info@harlaxtonenergynetworks.com
	Limited	
	Toll Bar Road	
	Toll Bar Road Marston	
	Toll Bar Road Marston Grantham	
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	Toll Bar Road Marston Grantham	

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Independent Power Networks	Independent Power Networks	info@gtc-uk.co.uk
Limited	Energy House	
	Woolpit Business Park	
	Windmill Avenue	
	Woolpit	
	Bury St. Edmunds	
	Suffolk	
	England	
	IP30 9UP	
Leep Electricity Networks Limited	Leep Electricity Networks Limited	
	The Greenhouse	
	Mediacityuk	
	Salford	
	United Kingdom	
	M50 2EQ	
Murphy Power Distribution Limited	Murphy Power Distribution	mail@murphygroup.co.uk
	Limited	
	Hiview House	
	Highgate Road	
	London	
	NW5 1TN	
The Electricity Network Company	The Electricity Network Company	
Limited	Energy House	
	Woolpit Business Park	
	Windmill Avenue	
	Woolpit	
	Bury St. Edmunds	
	Suffolk	
	England	
	IP30 9UP	
UK Power Distribution Limited	UK Power Distribution Limited	newconnections@ukpowerdistribution.co.uk
	6500 Daresbury Park	
	Daresbury	
	Warrington	
	England	
	WA4 4GE	
	UK Power Distribution Limited	
	22-26 King Street	
	Kings Lynn	
	Norfolk	
	PE30 1HJ	
Utility Assets Limited	Utility Assets Limited	
	7 Laxton Close	assetrecords@utilityassets.co.uk;
	Attleborough	asset.manager@utilityassets.co.uk
	England	
	NR17 1QY	
Vattenfall Networks Limited	Vattenfall Networks Limited	
	First Floor	idno.regulation@vattenfall.com;
	1 Tudor Street	idno.care@vattenfall.com;
	London	idno.operations@vattenfall.com
	EC4Y OAH	1

Northern Powergrid (Northeast)	Northern Powergrid (Northeast)	property@pertherppowergrid.com
		property@northernpowergrid.com
Limited	Limited	
	Lloyds Court	
	78 Grey Street	
	Newcastle Upon Tyne	
	NE1 6AF	
Northern Powergrid (Yorkshire &	Northern Powergrid (Yorkshire)	property@northernpowergrid.com
North	plc	
Lincolnshire) plc	Lloyds Court	
	78 Grey Street	
	Newcastle Upon Tyne	
	NE1 6AF	
National Grid Electricity	National Grid Electricity	anne.holdsworth@nationalgrid.com;
Transmission Plc	Transmission PLC	box.landandacquisitions@nationalgrid.com
	1-3 Strand	· · · · · · · · · · · · · · · · · · ·
	London	
	WC2N 5EH	
	North Lincolnshire Council	
	c/o Head Of Legal And	
	Democratic Services	
	Pittwood House	Andrew.Law@northlincs.gov.uk;
	Ashby Road	andrew.taylor@northlincs.gov.uk;
	-	alison.williams@northlincs.gov.uk
	Scunthorpe	
North Lincolnshire Council	DN16 1AB	planning@northlincs.gov.uk
	Head of Planning	
	Development Control	
	North Lincolnshire Council	
	Church Square House	
	30-40 High Street	
	Scunthorpe	
	North Lincolnshire	
	DN15 6NL	
	Head of Planning	
	East Riding of Yorkshire Council	
	Planning Department	
	County Hall	
	Beverley	
	East Riding of Yorkshire	
East Riding of Yorkshire Council	HU17 9BA	planning@eastriding.gov.uk
	Head of Planning	
	Lincolnshire County Council	
	Planning Services	
	Lancaster House	
	36 Orchard Street	
	Lincoln	
Lincolnshire County Council	LN1 1XX	dev_planningenquiries@lincolnshire.gov.uk
	Head of Planning	
	Doncaster Council	
	Directorate of Development	
	Civic Office	
	Waterdale	
	Doncaster	
Doncaster Metropolitan Borough	South Yorkshire	

	1	
	Head of Planning	
	Development Management	
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	County Hall	
	Loughborough Road	
	West Bridgford	
	Nottingham	
Nottinghamshire County Council	NG2 7QP	development planning@potters.gov.uk
	Head of Planning	development.planning@nottscc.gov.uk
	North East Lincolnshire Council	
	Planning	
	Oxford House	planning@nelincs.gov.uk
	2 George Street	
	Grimsby	
	North East Lincolnshire	
North East Lincolnshire Council	DN31 1HB	
	Head of Planning	
	Bassetlaw District Council	
	Planning Services	
	Queens Buildings	
	Potter Street	
	Worksop	
	Nottinghamshire	
Bassetlaw District Council	S80 2AH	planning@bassetlaw.gov.uk
	Head of Planning	
	West Lindsey District Council	
	Planning	
	Guildhall	
	Marshall's Yard	
	Gainsborough	
	Lincolnshire	
West Lindsey District Council	DN21 2NA	planning.customer.care@west-lindsey.gov.uk
Canal & River Trust	First Floor	susannah.rackstraw@canalrivertrust.org.uk
	North Station House	susaiman.rackstraw@canainvertrust.org.uk
	500 Elder Gate	
	Milton Keynes	
	МК9 1ВВ	
		Dener Marrie O antin
Environment Agency	Waterside Drive	Roger.Morris@environment-agency.gov.uk
	Almondsbury	
	Bristol	
	BS32 4UD	
North Lincolnshire Council	c/o Head Of Legal And	Chris.Fairbrother@northlincs.gov.uk
	Democratic Services	
	Pittwood House	
	Ashby Road	
	Scunthorpe	
	DN16 1AB	
Northern Powergrid (Yorkshire) plc	Lloyds Court	N/A
	78 Grey Street	
	Newcastle Upon Tyne	
	NE1 6AF	

Severn Trent Water	Severn Trent Centre 2 St John's Street Coventry CV1 2LZ	N/A
The Queen's Most Excellent Majesty In Right Of Her Crown	1 St James's Market London SW1Y 4AH	Land Agents - Carter Jonas guy.harmer@carterjonas.co.uk benjamin.cocker@carterjonas.co.uk
Yorkshire Water	Western House Halifax Road Bradford BD6 2SZ	N/A



APPENDIX 15.4: REG 13 LETTER MARCH UPDATE

Date: 30 March 2021 Our Ref: 14592





6 New Bridge Street London EC4V 6AB T: 020 7489 0213 F: 020 7248 4743 E: info@dwdllp.com W: dwdllp.com

[Name] [Address 1] [Address 2] [Town] [City] [Postcode]

By email to: [email address]

Dear Sir or Madam

THE KEADBY 3 LOW CARBON GAS POWER STATION PROJECT – LAND AT AND IN THE VICINITY OF THE EXISTING KEADBY POWER STATIONS (KEADBY 1 AND KEADBY 2), KEADBY, NEAR SCUNTHORPE, NORTH LINCOLNSHIRE

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

Keadby Generation Limited (the 'Applicant') is proposing to apply for development consent pursuant to Section 37 'Applications for orders granting development consent' of the Planning Act 2008 (the 'PA 2008') from the Secretary of State for Business, Energy and Industrial Strategy (the 'SoS') for the construction, operation and maintenance of the Keadby 3 Low Carbon Gas Power Station Project ('Keadby 3' or the 'Project') on land at and in the vicinity of the existing Keadby power stations (Keadby 1 and Keadby 2), Keadby, near Scunthorpe, North Lincolnshire (the 'Project Site').

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

It is anticipated that the proposed application for development consent will be submitted to the Planning Inspectorate ('PINS'), acting on behalf of the SoS for BEIS during Quarter 2 of 2021. Development consent, if granted, would be made in the form of a 'Development Consent Order' (a 'DCO').

Section 42 Update Consultation

Section 42 of the PA 2008 'Duty to consult' 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

Partners

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





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.

We undertook this as part of our Stage 2 Consultation between November 2020 and January 2021. At the start of our Stage 2 Consultation, all section 42 consultees identified at that time were issued with a 'Section 42 Letter' from SSE Generation Limited accompanied by a USB device containing the 'Consultation Documents' relating to the Project, including a Preliminary Environmental Information ('PEI') Report, and asked to provide any comments by 20 January 2021. All the information issued as part of the Stage 2 Consultation can still be accessed via www.ssethermal.com/keadby3/.

After consideration of the responses received to the Stage 2 Consultation, and further project development, minor changes to the Project are proposed at the following locations, which can be seen on the enclosed 'Order Limits (March 2021 Update)' plan:

Area A – Additional Area for Landscaping and Biodiversity Provision

Area B – Additions and Reductions in Area for the A18 Junction Improvement Option

Area C – Additional Oversail Area in River Trent, Additional Area for Highway Access and Repositioned Private Additional Abnormal Indivisible Load (AIL) Route

There are also minor changes involving reductions in land areas, labelled D-F on that plan. All changes (A-F)are described within the enclosed 'Preliminary Environmental Information Report Addendum'.

As a consequence of a corporate restructuring the applicant will now be Keadby Generation Limited in place of SSE Generation Limited. Both companies are owned by SSE plc.

We are issuing this letter because it has been determined that you or your organisation is, or may be, a 'prescribed person' for the purposes of Section 42 and that, while having previously been consulted under Section 42 during our Stage 2 Consultation, you or your organisation may be interested in the changes proposed in the vicinity of Area A, Area B, Area C, or some/all of these. The Applicant therefore wishes to seek your views on the Project.

If you have any comments on the changes in the vicinity of Area A, Area B, Area C, or any matters in the enclosed Preliminary Environmental Information Report Addendum, these can be submitted in the following ways:

By email: consultation@keadby3.co.uk

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

By telephone: Freephone 0800 211 8194 (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 should be submitted to the Applicant no later than Saturday 1 May 2021. It is not necessary to re-submit comments previously provided in response to the Section 42 letter sent in November in relation to the Project. These have been and will be considered by the Applicant.



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

Further information and Consultation Documents

Further information relating to Keadby 3 is provided in this letter and within the Consultation Documents.

The Consultation Documents, and the range of alternative methods of obtaining these, are as follows:

- 'Location Plan (March 2021 Update)' showing the extent of the Project Site edged in red and the development areas of the Site (Ref. Figure 1.1);
- 'Order Limits (March 2021 Update)' plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled (Ref. Figure 3.1);
- Aerial Photo of the Order Limits (March 2021 Update) plan showing the extent of the Project Site edged in red, the order limits from the Stage 2 Consultation edged in green, and areas A-F labelled, overlaid on aerial imagery (Ref. Figure 3.2);
- Preliminary Environmental Information Report Addendum (Document Ref. 1.1, March 2021)
- Plan of Indicative Work Areas Referred to in the PEI Addendum (March 2021) (Ref. Figure 3.3)
- the PEIR and its NTS (November 2020); and
- the Section 48 Notice that is being published (March 2021).

If you are receiving this letter in hard copy (paper) then a paper Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021) are enclosed. If you are receiving this letter via e-mail then the body of the e-mail will contain PDF attachments of the Preliminary Environmental Information Report Addendum, the plans referred to above, and the Section 48 Notice (March 2021). To obtain a copy of the PEIR and its NTS (November 2020) (which were sent to you previously) please download securely from: https://dwd.ctit.co/url/keadby3consultation.

These Consultation Documents along with documentation previously issued in relation to the Project are available to view of download free of charge from the Project Website: <u>https://www.ssethermal.com/keadby3</u>. If you are unable to access the Website please telephone: Freephone 0800 211 8194 or email: <u>consultation@keadby3.co.uk</u> and you will be offered a paper copy of the Consultation Documents free of charge (with the exception of the PEIR which will be charged at a maximum of £200) or a USB device containing the Consultation Documents which will be supplied and posted to you free of charge: please allow a week for receipt of documents via these methods.

Due to the ongoing national restrictions to limit the spread of coronavirus, we are not depositing paper copies of the Consultation Documents at any local public venues (such as libraries and community centres) and this approach is consistent with recent modifications made to Regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.



The Applicant

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

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

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

The Project Site

The land required for Keadby 3 (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 (Keadby 1 and Keadby 2), located a grid reference 482351 411796. In total the Project Site extends to approximately 79.7 hectares.

The Project Site includes land for the proposed Power Station and CCP, 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.

Project Description

The Project will comprise a low carbon gas fired power station with a gross electrical output capacity of up to 910MWe and associated buildings, structures, works and plant, including:

- a carbon capture enabled electricity generating station including a CCGT plant with integrated cooling infrastructure, and carbon dioxide capture plant (CCP) including conditioning compression equipment, carbon dioxide absorption unit(s) and stack(s), and associated utilities, various pipework, water treatment plant, wastewater treatment, firefighting equipment, emergency diesel generator, control room, workshops, stores and gatehouse, chemical storage facilities, other minor infrastructure and auxiliaries/ services, and natural gas receiving facility (all located in the Proposed Power and Carbon Capture (PCC) Site);
- natural gas pipeline from the existing National Grid Gas high pressure (HP) gas pipeline within the Proposed Development Site to supply the Proposed PCC Site including an above ground installation (AGI) for both National Grid Gas's apparatus and the Applicant's (Gas Connection Corridor);
- electrical connection works to and from the existing National Grid 400kV Substation (Electrical Connection Area to National Grid 400kV Substation) for export of power;
- electrical connection works to and from the existing Northern Powergrid 132kV Substation (Potential Electrical Connection to Northern Powergrid 132kV Substation) for supply of power at up to 132kV to the Proposed PCC Site during start-up, and associated plant and equipment;
- Water Connection Corridors to provide cooling and make-up water including:
 - underground and/ or overground water supply pipeline(s) and intake and outfall structures within the Stainforth and Keadby Canal (Canal Water Abstraction Option);



- In the event that the canal abstraction option is not available, works to the existing cooling water supply pipelines and intake structures within the River Trent, including temporary cofferdam (River Water Abstraction Option);
- Works to and use of an existing outfall and associated pipework for the discharge of return cooling water and treated wastewater to the River Trent (Water Discharge Corridor);
- towns water connection pipeline from existing water supply within the Keadby Power Station for potable water;
- Above ground carbon dioxide export infrastructure comprising:
 - o compressor station; and
 - National Grid above ground infrastructure compound;
- New permanent access from A18, comprising the maintenance and improvement of an existing private access road from the junction with the A18 including the replacement of a private bridge and installation of a layby and gatehouse, and an emergency vehicle access road comprising the maintenance and improvement of an existing private track running between the Low Carbon Gas Power Station and Chapel Lane, Keadby and including new private bridge;
- temporary construction and laydown areas including contractor facilities and parking;
- temporary retention, improvement and subsequent removal of an existing Waterborne Transport Offloading Area and an Additional Abnormal Indivisible Load Route;
- landscaping and biodiversity enhancement measures and security fencing and boundary treatment
- associated development including:
 - o surface water drainage systems;
 - o pipeline and cable connections between parts of the site;
 - o hard standings and hard landscaping;
 - o soft landscaping, including bunds and embankments;
 - external lighting, including lighting columns;
 - o gatehouses and weighbridges;
 - o closed circuit television cameras and columns and other security measures;
 - site preparation works including clearance, earthworks, works to protect buildings and land, and utility connections;
 - o accesses, roads, roadways and vehicle and cycle parking;
 - pedestrian and cycle routes; and
 - o permanent laydown and turnaround areas for maintenance;

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

The ZCH Partnership and the Northern Endurance Partnership will be responsible for obtaining consents for the CO_2 pipeline and geological store.



Why is Keadby 3 needed?

The UK has legislated to cut greenhouse gas emissions (including CO_2) to 'Net Zero' by 2050. This will require a major transition in how we generate and use energy.

The Applicant believes that efficient gas-fired generation is essential to delivering Net Zero emissions by 2050, providing the flexibility needed to back up a system based on renewables. This is also the view of the Committee on Climate Change, which identified in 2019 that to meet Net Zero by 2050, there is a need for new gas-fired electricity generation with Carbon Capture and Storage. The amount required has been estimated by the National Infrastructure Commission at more than 18 gigawatts – equivalent to building 20 power stations the size of Keadby 3 around the Country by 2050.

Keadby 3 will only be constructed with a clear route to decarbonisation. This will be achieved by the inclusion of the CCP as part of the Project, which will connect into the infrastructure that is being developed by the ZCH Partnership and the Northern Endurance Partnership.

Environmental Impact Assessment

Keadby 3 is an Environmental Impact Assessment ('EIA') development for the purposes of EIA Regulations. The Applicant is therefore required to carry out an EIA of the Project and to submit an Environmental Statement ('ES') with the application for development consent, assessing the likely significant effects arising from the Project 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 was made available during the Stage 2 Consultation on Keadby 3 in the form of a Preliminary Environmental Information Report ('PEIR') and Non-Technical Summary ('NTS'). A 'Preliminary Environmental Information Report Addendum' document is provided for this March 2021 Section 42 Consultation and explains any likely effects of the changes at Areas A-C and some reductions in landtake elsewhere within the Site by signposting relevant parts of the PEIR.

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 3 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 Project; tree and hedgerow removal; the temporary stopping up or diversion of public footpaths during construction works; the permanent and temporary alterations to the highway network for and in the vicinity of the Project Site, and such ancillary, incidental and consequential works, provisions, permits, consents, waivers or releases as are necessary and convenient for the successful construction, operation and maintenance of the Project.

Recap on Responding to this Consultation

While there is no need to re-submit comments or representations previously made, any comments or representations you may have should be submitted to the Applicant no later than Saturday 1 May 2021.



Yours faithfully,

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

Enclosures:

- Location Plan (March 2021 Update), Order Limits (March 2021 Update), Aerial Photo of the Order Limits (March 2021 Update), and Preliminary Environmental Information Report Addendum (paper, or PDF attached to e-mail)
- The PEIR and its NTS (November 2020) (via secure fileshare link: https://dwd.ctit.co/url/keadby3consultation)



Privacy Notice

This is the privacy notice for the Stage 2 Consultation and the March 2021 Publicity of the Draft Application and Targeted Re-consultation of the Keadby 3 Low Carbon Generating Station Project.

What personal data will we (SSE Thermal) collect?

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

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

How we will use your personal data

We will use your personal data for the following purposes:

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

Our General Privacy Notice

This Privacy Notice is subject to the full terms of SSE Thermal's General Privacy Notice – a copy of which is available here: <u>https://www.sse.com/privacy-notice/</u>



APPENDIX 17.1: VIRTUAL NTS



- The Proposed Development
- Consideration of Alternatives
- Planning Policy Context
- Results of Preliminary EIA
- Air Quality
- Noise and Vibration
- Traffic and Transport
- Biodiversity and Nature Conservation
- Water Environment & Flood Risk
- д Geology, Hydrogeology & Contaminated Land
- Landscape and Visual Amenity
- Cultural Heritage
- Socio-economics
- Sustainability and Climate 0 Change
- Major Accidents and Disasters
- Cumulative and Combined Effects
- Summary and Conclusions 1
- Viewpoints

Cultural Heritage

Introduction

Likely Impacts and Effects

Appendices

Introduction

This assessment addresses the potential effects of the Proposed Development on cultural heritage assets. It identifies the location, type and significance of cultural heritage assets and their setting, and reports on the predicted impacts of the Proposed Development on these resources. The assessment considers the likely significance of effects upon cultural heritage assets by reference to their significance and the magnitude of any impacts and is presented in Chapter 15: Cultural Heritage (PEI Report Volume I).

The baseline for the assessment was established through desk-based research, a site visit and visual appraisal of heritage assets within the study area. There are no designated assets within the Proposed Development Site. Within the study area there are 41 designated heritage assets including two scheduled monuments, 37 listed buildings, including three grade I listed buildings, the remainder being grade II listed buildings, and one conservation area. Eight known non-designated assets are recorded within the Proposed Development Site, with a total of 64 non-designated assets located within the study area.

Designated assets and non-designated heritage assets are detailed in Appendix 15A: Cultural Heritage Desk Based Assessment (PEI Report Volume II).

Likely Impacts and Effects

Construction effects consider the setting impacts on above ground scheduled monuments and built heritage, as the buildings and structures of the Proposed Development are installed and constructed. They also consider potential effects on below-ground archaeology.

Impacts on built heritage for a range of receptors have been assessed. Impacts to the setting of Keadby Lock (scheduled monument and grade II listed) and other designated assets are generally assessed as neutral or minor adverse (not significant). The impact to the Isle of Axholme Area of



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- Introduction
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- DIndex

Keadby 3 Low-Carbon Power Station Digital Preliminary Environmental Information (PEI) Non-Technical Summary (NTS)

Keadby 1

Thermal

Keadby 2

Existing National Grid substation

This Website

Keadby 3 Proposed Power and Carbon Capture Site



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Introduction

The Applicant

Introduction

This document presents a Non-Technical Summary (NTS) of the Preliminary Environmental Information (PEI) Report that has been prepared in support of a formal pre-application consultation for the construction and operation (including maintenance) of a proposed low carbon Combined Cycle Gas Turbine (CCGT) Power Station within the site of the existing Keadby Power Station, near Scunthorpe, North Lincolnshire. In this NTS, and throughout the PEI Report, this is referred to as the 'Proposed Development'.

An initial (Stage 1) consultation period was undertaken in May 2020. This second (Stage 2) consultation is being undertaken in advance of the proposed submission of an application for development consent in early 2021.

The Proposed Development and land within the application boundary (referred to as the 'Proposed Development Site') are described in this NTS. The location and Proposed Development Site boundary is shown on Figure NTS1.

The NTS provides a summary of the PEI Report which has been prepared for the Stage 2 consultation. The NTS describes the Proposed Development and provide an overview of the key findings of the PEI Report. Technical details are provided in the PEI Report:

- Volume I Main Report;
- Volume II Technical Appendices; and
- Volume III Figures.

This Digital PEI NTS includes a complete Index of the PEI Report.

The PEI Report has been prepared to comply with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) ('the EIA Regulations'). An Environmental Statement (ES) recording the completed Environmental Impact Assessment (EIA) will be submitted with the application for development consent.



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SSE Thermal Ξ Keadby 3 Low-Carbon Power $\equiv \mathbb{Q}$ Proposed Development Site 3D Station \square Seadby 3 Maps • Introductory Chapters V PCC Layout 111111111111111 XXXXXX777 Q M Introduction 111111111111111 Assessment Methodology D E Q Description of Existing $\equiv \mathbb{Q}$ Indicative Layout of PCC Site G Environment н E С в Letter Indicative Site Layout Plan The Proposed Development A - Natural Gas Receiving Area Consideration of Alternatives

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- Buildings
- P Raw Water Treatment
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- Indicative Area:K2/K3 Turnaround Area ↓ 1 of 2 € Zoom to Ν Α
- 200 m





APPENDIX 18.1: INTERIM OPINION FROM HOST LOCAL AUTHORITY REGARDING ADEQUACY OF CONSULTATION

Rob Booth

From: Andrew Law <Andrew.Law@northlincs.gov.uk>
Sent: 26 May 2021 09:23
To: Rob Booth <rob.booth@dwdllp.com>
Subject: RE: Keadby 3 - NLC meeting notes and adequacy of consultation

Good morning Rob,

Thank you for your email.

On behalf of NLC as local planning authority I can confirm that I am of the opinion that the pre-application consultation undertaken in respect of the Keadby 3 project is acceptable and adequate to comply with the statutory requirements in this regard set out in the Planning Act 2008.

The SoCC produced for this scheme applies an appropriate flexible approach to consultation given the unusual circumstances that have been presented by the COVID-19 virus and the associated Government restrictions.

Furthermore, I can confirm that the LPA are content that the more recent, targeted s42 consultation undertaken in respect of the minor changes to the order limits was both adequate and proportionate to the nature of the changes proposed.

NLC will obviously provide a formal response to PINs once the application have been submitted and we are requested to do so, but hopefully this informal opinion is sufficient to aid you in the completion of your Consultation Report. Please do not hesitate to contact me should you wish to discuss this matter further.

Kind Regards

Andrew Law

Development Management Specialist

Development Management North Lincolnshire Council 30-40 High Street SCUNTHORPE DN15 6NL

Tel: 01724 297490 (Direct Dial)