

DIRECTION BY THE SECRETARY OF STATE FOR ENERGY SECURITY AND NET ZERO (“THE SECRETARY OF STATE”) UNDER SECTION 35 AND SECTION 233(2) OF THE PLANNING ACT 2008 RELATING TO THE LIGHTHOUSE GREEN FUELS PROJECT

ORIGINALLY GRANTED ON 25 OCTOBER 2022, VARIED ON 23 APRIL 2024 FOLLOWING AN APPLICATION TO VARY RECEIVED ON 26 MARCH 2024

1. By letter to the Secretary of State received on ~~7 October 2022~~ 26 March 2024 (“the Variation Request”), Lighthouse Green Fuels Limited (“the Applicant”) formally requested that the Secretary of State exercise the power vested in ~~him~~ her under section 35(1) and 233(2) of the Planning Act 2008 (“the Act”) to direct that the proposed Lighthouse Green Fuels Project (“the Proposed Development”) as set out in the Variation Request be treated as development for which development consent under the Act is required.
2. In its Variation Request, the Applicant advises that the Proposed Development is now comprised of the following elements: the main gasification facility (up to x4 gasifier units) to treat inputted waste and/or biomass feedstock; syngas clean-up apparatus; Fischer-Tropsch process units; hydro-processing units; sustainable aviation fuel (SAF) and green naphtha product storage units; refurbished / modified / rebuilt up to 49.9MW CCGT generating station; auxiliary boiler with up to 49.9MW generating capacity; waste feedback feedstock storage silos area; high pressure and low pressure gas flares; pipelines to transfer final products from the main facility to the storage terminal and from the storage terminal to the existing inland rail/freight terminal, and a new CO2 pipeline to connect the Proposed Development project to the proposed Net Zero Teesside carbon capture and storage infrastructure or alternative CO2 transport options; and rail terminal development; and other associated infrastructure as described in Schedule 1 of the Variation Request. (“the Proposed Development”).
3. The Secretary of State is satisfied that—
 - The Proposed Development is in the field of energy and development;
 - The Proposed Development will be wholly within England and waters adjacent to England up to the seaward limits of the territorial sea and the Renewable Energy Zone when completed;
 - The Proposed Development does not fall within the existing definition of a “nationally significant infrastructure project” and therefore it is appropriate to consider use of the power in section 35(1) and 233(2) of the Act; and
 - The Applicant’s Variation ~~R~~Request constitutes a “qualifying request” in accordance with section 35ZA(11) of the Act.
- ~~4. The Secretary of State notes that the Proposed Development forms part of a wider proposal, with the wider proposal including a Combined Cycle Gas Turbine (“CCGT”) plant with a capacity of 150MW.~~
- ~~5.4.~~ _____ The Secretary of State notes that the main gasification facility element of the Proposed Development will produce sustainable aviation fuel SAF used to power aeroplanes, and off-gases and naphtha for sustainable chemical production and/or energy generation purposes. The Applicant anticipates that

approximately 50% up to 100% of the naphtha and off-gases produced by the SAF plant may will be used to fire the second gas turbine within the CCGT plant mentioned above for power generation purposes. Naphtha not used in the SAF process for power generation will be sold as a product, including to the chemicals industry as a sustainable feedstock, thereby helping to decarbonise the sector.

6-5. Having considered the details of the Applicant's proposals as set out in ~~their letter received on 7 October 2022~~ the Variation Request the Secretary of State concludes that the Proposed Development is continues to be nationally significant; the reasons for this are included in the Annex below.

7-6. The Secretary of State considers that if the details of the Proposed Development change, before submitting any application to the Planning Inspectorate, the Applicant may wish to seek confirmation from the Secretary of State that the development that is the subject of the proposed application is the same as that for which the Direction is hereby given.

8-7. The Secretary of State has taken the decision within the conditions as required by sections 35A(2) and (5) of the Act, and issues this Direction accordingly under sections 35(1), 35ZA, and 233(2) of the Act.

9-8. THE SECRETARY OF STATE DIRECTS that the Proposed Development is to be treated as development for which development consent is required.

10-9. The Secretary of State further directs in accordance with sections 35ZA(3)(b) and (5) of the Act that an application for a consent or authorisation mentioned in section 33(1) or (2) of the Act or similar to that described in the ~~Request to the Secretary of State for Business, Energy and Industrial Strategy for a Direction under Section 35 of the Planning Act 2008 made by the Applicant and received on 7 October 2022~~ Variation Request to the Secretary of State for Energy Security and Net Zero for a direction under section 35 of the Act made by Lighthouse Green Fuels Limited on 26 March 2024 for the Proposed Development is to be treated as a proposed application for which development consent is required.

10. The Secretary of State further directs that the Direction of 25 October 2022 has been varied accordingly.

11. This Direction is given without prejudice to the Secretary of State's consideration of any application for development consent which is made in relation to the Proposed Development.

Signed by



John Wheadon
Head of Energy Infrastructure Planning
For and on behalf of the Secretary of State for Energy Security & Net Zero

23 April 2024

ANNEX

REASONS FOR THE DECISION TO ISSUE THE VARIED DIRECTION

The Secretary of State is of the opinion that the Direction should be issued because—

- The Proposed Development will use waste and biomass which it ~~converts~~ will convert into energy ~~and~~ energy vectors;
- The Proposed Development will produce the following energy products from gasification and related processes:
 - 1) Sustainable Aviation Fuel (SAF) synthetic paraffinic kerosene (FT-SPK) to power aeroplanes, which is an energy vector to be used in the aviation industry as an alternative to fossil-fuel derived kerosene fuel;
 - 2) Off-gases for energy production purposes – the Fischer-Tropsch process also produces off-gases which are then directed to one of the two gas turbines within the on-site ~~150MW~~ existing up to 49.9MW CCGT generating station and/or the separate up to 49.9MW auxiliary boiler, to produce electricity for the on-site processes;
 - 3) Naphtha for sustainable chemical production or energy generation purposes – naphtha is a by-product of the SAF production process. ~~†~~The Applicant anticipates that the second gas turbine within the generating station will be fired on on-site byproduct liquid naphtha – approximately ~~50%~~ up to 100% of the produced naphtha and off-gases will be used for ~~this~~ these power generation purposes. The Applicant also anticipates that low carbon ‘green’ naphtha is expected to be used both as a sustainable feedstock for the chemical industry and as a low-carbon gasoline blend stock. Based on these uses, the naphtha by-product can be considered an important energy vector, similar to the main SAF product.
- On 19 July 2022, the government published its Jet Zero Strategy which sets out how the UK will achieve net zero in the aviation industry by 2050. The document also explains the ‘critical role [aviation] plays in boosting trade, tourism and travel’ in the UK. The Strategy states: sustainable aviation fuels are a key lever to accelerate the transition to Jet Zero and represent an industrial leadership opportunity for the UK. In 2023, Jet Zero Strategy: One Year On was published and re-affirmed the primacy of sustainable aviation fuels in the UK’s efforts to decarbonise and be a global leader in such fuel’s development. The UK has committed to introducing a sustainable aviation fuel mandate equivalent to at least 10% of all jet fuel to be made from sustainable sources by 2030. The Proposed Development will make an important contribution to this aim and others set out in the Jet Zero Strategy and One Year On.
- The urgent development of sustainable aviation fuel-producing facilities, like the Proposed Project, is of national and international significance in the pursuit of aviation sector decarbonisation so as to help the UK meet its statutory obligation to achieve net zero by 2050.
- The Proposed Project would be the UK’s first and largest commercial scale advanced second-generation sustainable aviation fuel project and will utilise

feedstock currently being exported to Europe, onshoring and securing feedstock for domestic UK energy production.