



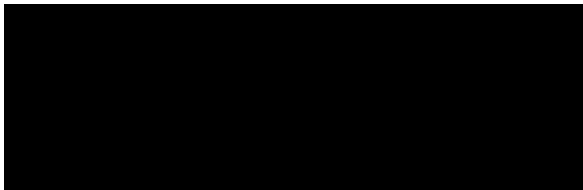
DIRECTION BY THE SECRETARY OF STATE FOR ENERGY SECURITY AND NET ZERO (“THE SECRETARY OF STATE”) UNDER SECTION 35 OF THE PLANNING ACT 2008 RELATING TO THE LIGHTHOUSE GREEN FUELS PROJECT

1. By letter to the Secretary of State received on 12 August 2025 (“the Direction Request”), LGF Projects Limited (“the Applicant”) formally requested that the Secretary of State exercise the power vested in him under section 35(1) of the Planning Act 2008 to direct that the proposed Lighthouse Green Fuels Project, as set out in the Direction Request, be treated as development for which development consent under the Planning Act 2008 is required.
2. The Secretary of State notes that the Direction Request relates to —
 - The following elements: a main gasification facility to process sustainably sourced biomass; feedstock pre-treatment facility, syngas clean-up apparatus; Fischer-Tropsch process units; refining units; feedstock, intermediates and finished product storage; quayside with ship loading/offloading infrastructure; supporting infrastructure and utility connections as described in Schedule 1 of the Direction Request (“the Proposed Development”).
 - Additionally, it is proposed that linked development consisting of the construction and operation of a biomass-fired combined heat and power (CHP) generating station with up to approximately 200MWe generating capacity be developed on the site. The purpose of this is to provide electricity, steam and heat to support the operation of the Proposed Development. This activity falls within the existing definition of a “nationally significant infrastructure project” under the Planning Act 2008 and is therefore excluded from the Direction Request and this Direction.
3. Noting the above, the Secretary of State is satisfied that—
 - The Proposed Development sits within one of qualifying infrastructure fields listed in section 35(2)(a)(i) (energy) and that the Proposed Development will be wholly within England, waters adjacent to England up to the seaward limits of the territorial sea or the Renewable Energy Zone (in relation to which the Scottish Ministers do not have functions);
 - 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) of the Planning Act 2008; and
 - The Applicant’s request constitutes a “qualifying request” in accordance with section 35ZA(11) of the Planning Act 2008.
4. Having considered the details of the Applicant’s proposals as set out in the Direction Request, the Secretary of State concludes that the Proposed

Development is nationally significant, for the reasons set out in the Annex below.

5. 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.
6. The Secretary of State has taken the decision within the conditions as required by sections 35A(2) and (5) of the Planning Act 2008 and issues this Direction accordingly under sections 35(1) and 35ZA of the Planning Act 2008.
7. THE SECRETARY OF STATE DIRECTS that the Proposed Development is to be treated as development for which development consent is required.
8. 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

A large black rectangular box redacting the signature of Vicky Dawe.

Vicky Dawe

Director – Energy Development

For and on behalf of the Secretary of State for Energy Security & Net Zero

8 September 2025

ANNEX

REASONS FOR THE DECISION TO ISSUE THE DIRECTION

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

- The Proposed Development will use sustainably sourced biomass which it 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), which is an energy vector to be blended and used in the aviation industry as an alternative to fossil-fuel derived kerosene fuel;
 - 2) Naphtha, which is a by-product of the SAF production process, will be used for sustainable chemical production or energy generation purposes.
- 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 Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024 came into force with effect from 1st January 2025, which introduces a SAF mandate relating to the supply of SAF.
- The urgent development of sustainable aviation fuel-producing facilities, like the Proposed Development, 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. SAF is an important part of the strategy to decarbonise air transport. SAF emits on average 70% fewer Greenhouse Gas emissions than using fossil jet fuel on a life cycle basis. SAF production is also estimated to add over £1.8 billion to the economy and over 10,000 jobs across the country whilst supporting decarbonisation. The Proposed Development will make an important contribution to the Government’s aims.
- The Proposed Development would be the UK’s first and largest commercial scale advanced second-generation sustainable aviation fuel project.