



CNG FUELS - Supporting Background Document

Land south of A5 Watling St,
Hinckley, LE10 3ED

CNG Fuels owns and operates the UK's
biggest network of 100% renewable
biomethane refuelling stations which cater
entirely to commercial HGVs and vehicles.

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Appendix 1: Site Search Area and Sequential Exercise for proposed Bio-CNG Station

1 Introduction: Who are CNG Fuels Ltd

CNG Fuels Ltd develops, builds, owns, and operates Bio Compressed Natural Gas (Bio-CNG) Heavy Goods Vehicles (HGV) refuelling stations across the UK. Bio-CNG supplied by CNG Fuels is a sustainable and renewable gas that has been produced from food, animal and water waste and is 100% renewable.

In 2019, the UK Government announced a target of net zero for UK greenhouse gas emissions by 2050. Since this announcement, the renewable gas production industry has rapidly expanded in the UK, and CNG Fuels are the UK's leading provider of Bio-CNG to the haulage industry. CNG Fuels' mission is to decarbonise the haulage industry, which has traditionally been one of the hardest sectors to improve.

Bio-CNG offers significant environmental, social, and economic benefits, cutting CO₂ emissions by over 90%, NO₂ emissions by 75%, whilst providing up to a 40% lifetime fuel cost saving.

Demand for Bio-CNG has significantly grown as HGV fleet operators seek to convert from diesel to modern, environmentally friendly gas-powered vehicles. CNG Fuels' forecast the demand to continue to accelerate with around 10% of the UK's high mileage HGV fleet expected to run on Bio-CNG by 2025. The number of Bio-CNG powered trucks on the road has doubled in the last year alone.



CNG Fuels are working to develop a Bio-CNG refuelling network that's capable of servicing all the UK's major trucking routes, with fuelling stations located close to major transport routes and industrial hubs. CNG Fuels currently has 10 Bio-CNG stations operating in the UK, with several more in various stages of construction and planning. CNG Fuels also operates the largest Bio-CNG refuelling station in the world at Avonmouth (above picture).

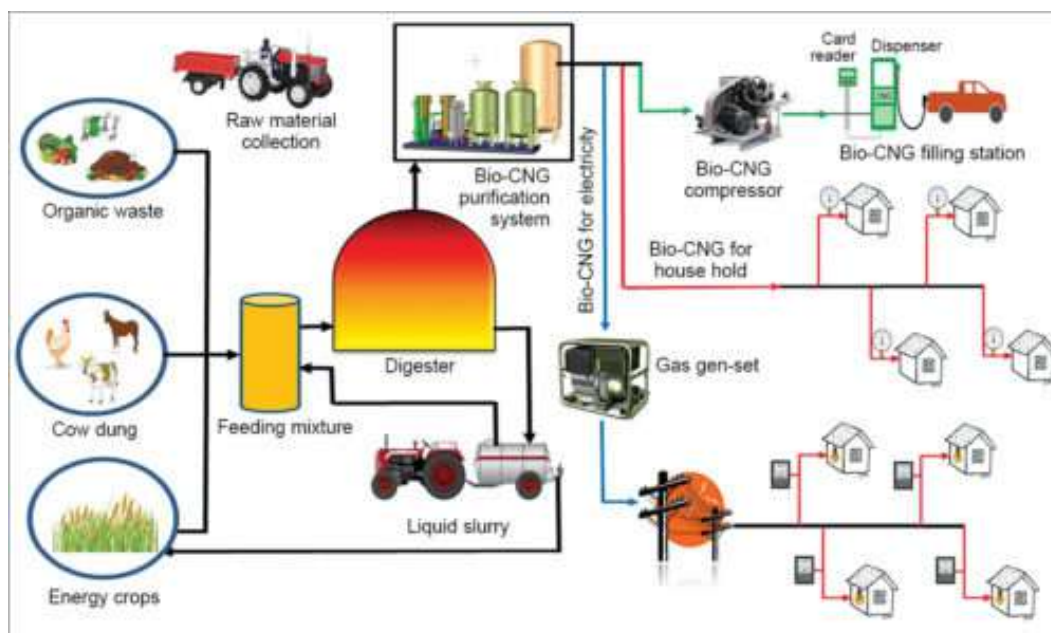
CNG Fuels currently supplies a large and ever-increasing number of clients who operate HGV vehicle fleets including John Lewis Partnership, Waitrose, Amazon, DHL, Asda, Dixon, Evri, Argos, Sainsbury's, Warburtons, New Look, Farmfoods, Home Bargains, Royal Mail, Cadent and Morrisons amongst others.

CNG Fuels was recently announced as the winner of the British Renewable Energy Award for Low Carbon Transport by the REA (The Association for Renewable Energy & Clean Technology), a recognition of the company's role in enabling fleets across the UK to drastically reduce emissions from road transport.

2 Bio-Compressed Natural Gas (Bio-CNG): Source to HGV

Bio-CNG is a renewable bi-product created from food, animal, and water waste which is fed into a digester to create Biomethane and another bi-product digestate, which is used as fertiliser. CNG Fuels only uses gas that come from waste food stocks, it does not use gas that is derived from energy crops.

The gas is then purified, injected into the national gas grid and drawn out and compressed at CNG Fuels' stations, before being further compressed and used to fuel HGVs, on demand.



Alternatively, the gas can be drawn out of the grid and converted into electricity via gas gen-sets installed at CNG Fuels' stations. The electricity generated on-site can be used to power CNG Fuels' stations, as well as being fed back into the grid to provide renewable energy for homes and businesses.

3 Environmental Benefits

The UK has pledged to be net zero for carbon production by 2050. HGVs account for 4.2% of UK carbon emissions, putting the sector at the core of the UK's goal of achieving net zero by 2050. In 2021, the UK government set out plans to ban the sale of new diesel HGVs from 2040, heightening the urgency for fleets across the country to find alternative solutions to diesel HGVs.

On average an HGV doing 125,000 miles a year produces 180 tonnes of carbon. Bio-CNG reduces a vehicle's CO₂ equivalent emission by as much as 90%, NO₂ emissions by as much as 75%, with the vehicle being approximately 50% quieter. It is the most cost-effective alternative fuel to diesel currently available.

CNG operates 10 fuelling stations and currently has the capacity to refuel 5,000 HGVs across the UK daily, saving up to 1,600 tonnes of CO₂ every day, or 584,000 tonnes of CO₂ annually when compared to diesel – equivalent to powering over 113,000 homes for an entire year.

To put this another way, a field of grassland will absorb in the order of 130g of carbon per square meter per year. A four-acre site would therefore absorb in the region of two tons per year. A four-acre CNG station would prevent the emission of over 111,000 tons of carbon based on servicing 600 trucks per year, each producing 180 tons of carbon per year. From an emissions perspective a CNG station offsets over 55,000 times more carbon than a four-acre green field. This means that even CNG stations built out on green field sites, result in significant reduction in net carbon.

Bio-CNG is therefore the cleanest, most sustainable fuel commercially available to HGV's, with CNG fuels supplying only 100% renewable Bio-CNG at its stations. CNG Fuels are independently verified and approved by the Department for Transport's Renewable Transport Fuel Obligation.

The demand for low carbon fuel has increased by 100% across the UK, and the key role low carbon fuel will play in reducing emissions in the freight sector has been acknowledged by the Government in its Net Zero Strategy: Build Back Greener published in October 2021. The strategy sets out how the UK will make historic transitions to remove carbon from our power, retire the internal combustion engine from our vehicles, and start to phase out gas boilers from our homes.

The strategy acknowledges that low carbon fuels will continue to play a crucial role in maximising carbon savings from road vehicles (page 156) and that an extensive network of charging and refuelling infrastructure for all vehicles will enable the transition and meet growing demand (page 155). The strategy goes on to set out (page 163) that the Government is *"committed to additional measures to promote the uptake of low carbon fuels in the freight, maritime and aviation sectors and we will work with stakeholders to develop a longer-term low carbon fuel strategy for the development of low carbon fuels across different transport modes to 2050"*.

The Future for Freight Plan published by the Department for Transport in 2022, identifies that road freight industry has already made significant movements towards decarbonisation, and that there are increasing industry applications of low carbon fuels, including biomethane.

Decarbonising Transport published by Department for Transport in 2021 acknowledged that the next decade will see rapid progress and investment in zero emissions technology options for larger heavy goods vehicles, alongside deployment of supporting infrastructure and increasing demand from businesses (paragraph 132).

The Net Zero Review published on 13th January 2023 by the former Energy Minister Chris Skidmore MP further sets out recommendations relating to national planning policy, including for the review of the NPPF to actively embed the drive towards reaching Net Zero through policy and planning decisions.

Alongside the above, reforms to national planning policy are also being proposed by the Department for Levelling Up, Housing and Communities to make sure planning contributes to climate change mitigation and adaption as fully as possible, which includes a review of policy on the freight sector and supply chains infrastructure.

As the price of power rises, the cost to compress the gas to refuel CNG trucks has increased. To reduce the cost of compression, CNG Fuels are installing biomethane powered gen-sets on some of their sites, so they can generate their own 100% renewable, electricity on site.

Generators are designed to run for long periods rather than starting and stopping when there is demand. The result of this is that when a CNG station is not drawing power, which will be the majority of the time, the generator will be feeding green electricity back into the local power network.

These generators can produce up to 1mw (megawatt) of power which could run the equivalent of 400-900 homes on 100% renewable electricity.

4 Economic Benefits

Bio-CNG is considerably cheaper providing up to a 40% lifetime fuel saving over diesel. This reduction in the cost of fuel helps hauliers reduce one of their biggest costs and allows them to reinvest that money in expanding their business and creating jobs. Depending on mileage, converting to Bio-CNG fuel could save the average customer £15,000 - £30,000 a year.

CNG Fuels now supply many of the major hauliers and supermarkets. The benefits that Bio-CNG brings to their business are so great that CNG Fuels are now regularly being approached and are being asked to open stations in specific areas. For example, the success of John Lewis Partnership's trial with CNG Fuels resulted in a decision to switch their entire fleet of HGVs to low carbon alternatives by 2028.



Not only does CNG Fuels allow their customers to be more profitable resulting in new jobs and growth, but CNG Fuels is an employer in its own right, with a current workforce of close to 100 people. As a growing business, new staff are regularly being employed. Positions include skilled engineering roles serving the network of stations. Given the complexity of the compressors and other sensitive equipment on the CNG stations they require regular maintenance by skilled engineers. These engineers are required all over the country as dictated by the national coverage of CNG stations and as more stations open more staff will be required. CNG also manufactures some of its own plant machinery from its headquarters in Wigan where they employ teams of skilled engineers as well as a large team of staff fulfilling other, vital, skilled roles.

5 Social Benefits

Through the decarbonisation of the freight industry, a wider range of social benefits are capable of being delivered by Bio-CNG stations that include:

- Reducing the impact of the industrial transport sector on greenhouse gas emissions through the provision of renewable fuel infrastructure, that in turn enables communities to adapt to the impacts of climate change.
- Improving existing air quality and noise environments to benefit local health, quality of life, and wellbeing.
- Supporting Levelling Up in the UK by delivering cost-savings for businesses to reinvest back into the job market, and improving the attractiveness of employment areas for inward investment which in turn reduces social deprivation, promotes prosperity and local pride to close the gap between top performing and other areas.

Overall, CNG Fuels' stations successfully integrate environmental, economic, and social principles and objectives to deliver sustainable development.

6 How We Operate on Site

CNG Fuels operates fuelling stations at Leyland, Crewe, Avonmouth, Northampton, Newark-on-Trent, Erdington, Knowsley, Castleford and Warrington, as well as sites in Scotland.

Bio-CNG refuelling stations are made up of a gas pipeline that is connected to a nearby gas distribution pipeline system. Gas is drawn out of the pipeline via on-site compressors. Once compressed, the gas is stored in above ground storage modules ready to be dispensed into adapted vehicles via dedicated fuelling islands.

The diagram and explanatory text below set out the components of a Bio-CNG refuelling station.



Gas is taken from the grid at location 1, this is also where it is metered by the supplier. It is then compressed in the bank of compressors at location 2. The compressed gas is then stored in the above ground storage tanks at location 3. When a truck refuels at location 4, the gas is taken from the storage tanks. When the stores are depleted to a certain level the compressors start again to refill them. The fans at location 5 are linked to the compressors and keep them cool.

A Bio-CNG station does not process anything on site. Gas is drawn out of a pipeline and compressed on-site, without adding or removing anything from it.

The stations are automated, un-manned and operated remotely. Vehicles are fuelled independently by pre-authorised drivers activating the dispensers with a unique electronic fob system. The only vehicles utilising the facility will comprise of CNG Fuels customers who choose to run Bio-CNG powered vehicles rather than diesel. It takes 5-8 minutes to fill a CNG HGV from empty to full, which is similar to that of a diesel truck.

The stations operate 24 hours 7 days a week and are monitored remotely by CCTV and advanced control systems.

There are no entry gates or barriers meaning vehicles will not need to queue on the highway to enter the site.

Whilst there are currently relatively few Bio-CNG stations in the UK, there are tens of thousands of similar stations in operation worldwide, and technology used in a Bio-CNG station has been proven and operated safely for decades.

The fuelling stations are designed and built to comply with the highest safety and environmental standards and critical equipment is protected by appropriate fencing and security measures. It is worth noting that there is not typically enough gas on site to trigger any kind of consultation process with the HSE or COMAH.

In the unlikely event that natural gas leaks from a facility during any part of the operation, the natural gas is vented through an on-site vent stack and quickly dissipates as natural gas is lighter than air. CNG is odourless when first produced but an odorant is added after production for safety purposes, so leaks can be detected.

Any 'noise pollution' from the refuelling station is minimised as natural gas-powered trucks are 50% quieter than comparable diesel trucks and the compressors are installed in noise attenuated containers. The rest of the refuelling process is silent.

Diesel trucks cannot be adapted and CNG trucks are required to use Bio-CNG fuel. The trucks offer a similar range and can haul the same weight. The churn of trucks in commercial fleets is very high and they are replaced every three to five years meaning that an entire fleet can be changed over to CNG organically within that timeframe. CNG trucks are about 10% more expensive than a conventional diesel truck but CNG fuel is considerably cheaper than diesel.



The quieter CNG powered trucks also lead to less ear strain and fatigue for drivers. The drivers prefer the refuelling procedure, as it is cleaner and a less noxious experience than refuelling with diesel. It is safer and easier than refuelling with other gas technologies such as LNG.

Task lighting is required to ensure vehicles can be safely re-fuelled outside of daylight hours. The lighting is positioned to serve the fuel dispensers islands directly, the plant compounds and the site exit. The lighting is positioned downward to minimise light spill.

7 CNG Fuel's Site-Specific Requirements

There are a number of site-specific requirements, which as a minimum must be met in order for CNG Fuels to deliver a viable Bio-CNG fuelling station.

Set out below are the criteria that are all required to be met in each site selection process for a new station.

7.1 Proximity to Local Area Demand from Existing or Expected Customer Base

CNG Fuels' stations deliver essential refuelling infrastructure to service local businesses. The stations do not operate their own distribution operation, and therefore, new Bio-CNG stations must be situated in proximity to CNG Fuels' existing and expected customer base, whose HGV fleets require Bio-CNG fuel.

The HGV distribution model operates defined routes and fuel at origin to complete journeys (where possible, depending on the journey length). With the logistics and distribution networks operating within fine margins to ensure the supply of goods and services, operators must be able to fuel their vehicles close to their warehouse bases and journey route; they cannot incur significant detours to fuel at remote locations.

For a Bio-CNG fuelling station to be viable, a site must therefore already be well connected to the strategic highway network to ensure there is as little of a detour as possible. Due to the hub and spoke nature of UK haulage, trucks travel along set routes and cannot/will not deviate more than a few minutes to refuel as it has a large cumulative impact on efficiency. Therefore, CNG stations must be built as close as possible to the arterial trucking routes or the logistics hubs.

The approach to site finding is twofold, the CNG Fuels' land team identifies gaps in the network where we would like a CNG station in the medium to long term, to organically grow the network. The other, more pressing, approach is customer led where we are approached by customers who want to continue to expand their CNG fleets. If we have a sufficient number of requests or a sufficient number of trucks from a single operator to make a site viable then we will pursue a site in that area.

7.2 Viable Gas and Other Utility Connections

A Bio-CNG station is unable to operate without viable utility connections. Gas is the most important utility connection, with CNG Fuels undertaking due diligence at the start of the site selection process.

In the UK, gas is delivered through the high-pressure National Transmission System (NTS) owned and operated by National Grid, to gas distribution companies. Gas under high pressure is delivered from the NTS into the Local Transmission System (LTS) and moved around the distribution networks comprising the following types of gas pipelines:

1. High Pressure Pipeline – pressurised between 7 and 70 bar.
2. Intermediate Pressure Pipeline - pressurised between 7 and 2 bar.
3. Medium Pressure Pipeline - pressurised between 75mbar and 2bar.

4. Low Pressure Pipeline - pressurised below 75mbar.

As a minimum, a Bio-CNG station requires high-pressured gas to operate. This is defined as any gas pipeline pressurised at **1bar and above**.

Stage 1: Identifying high-pressured gas in the area

An initial gas pipeline search is conducted to determine the category of gas pressures within the local network as not all locations have an existing network of high-pressured gas. If the minimum criteria for a Bio-CNG station (i.e., Medium Pressure) is not met, a site cannot proceed and is discounted.

Stage 2: Initial assessment of gas connection route

If an existing high pressured gas network is identified, CNG Fuels then assesses the potential connection route between a site and existing pipeline. This is based on the following key considerations: distance from the gas network, landownership structure (if third party permission would be required), and any physical barriers (for example rivers, trainlines, motorways) that would prevent CNG Fuels from connecting to the existing gas network.

Stage 3: Detailed assessment of gas pressure and capacity

Where the above initial assessment has identified at least at Medium Pressure gas pipeline with a potentially viable connection route to a site, CNG Fuels' engineers carry out a detailed assessment of the pressure within the existing network. This is because the category of Medium Pressure covers a range of pressures of between 75mbar to 2bar, with a Bio-CNG station unable to operate below 1bar.

Where there is sufficient pressure identified, CNG's engineers will then determine if there is enough capacity in the network to meet the increased demand a Bio-CNG station would require. The exact amount required will depend on the amount the site is expected to dispense and the number of dispensers. It will change over the lifetime of a station. The station demand will tend to ramp up over the first several years until it reaches its capacity.

Not all sites where a Medium Pressure gas pipeline has been initially identified will therefore be viable to support a Bio-CNG station.

At this stage, a site (or particular search area) may also need to be discounted at this stage if the only option is to connect to a High-Pressure Pipeline or Local Transmission System as this would require a Bio-CNG station to be located adjacent [as close as possible but we can drag tens of metres depending on pressure and cost. The higher the pressure the more expensive it is to drag pipelines.], or immediately on top of these pipelines. This can therefore result in limited locations to sit a new station when considered alongside CNG's other site selection criteria that must be met.

Stage 4: Connection costs to gas pipeline

Where Stage 3 identifies an appropriate site, CNG's engineers then assess the costs of securing the required connection between the existing gas pipeline and the station site.

Alongside a viable gas connection, a Bio-CNG station must be able to be served by other required utilities notably high voltage electricity. CNG stations draw a considerable amount of power, and as energy prices rise, we have started to retrofit our existing stations and specify our new stations with CNG generators. We can create as much renewable electricity as we need and can feed the surplus back into the grid, contributing to its general greenification.

7.3 HGV Site Access and Manoeuvring

Typically, CNG Fuel's stations are used by 16.5m Articulated Vehicles. A potential new station site therefore must be able to accommodate appropriate and safe access and manoeuvring for HGVs both to / from the highway and within the site itself.

This includes being able to secure the necessary visibility splays that meet the design speed requirements, as specified in the relevant highway design guidance. This will vary depending on a site's context however, there is a general minimum requirement for a site to accommodate.

7.4 Site Availability and Ownership

Given the capital-intensive nature of developing a Bio-CNG station, CNG Fuels can only progress with a site on either a freehold basis or a long leasehold (20+ years). Where a site is not being marketed or available for CNG Fuels to purchase on these terms it is discounted in the site-selection process.

8 Site Search Area and Sequential Exercise

Informed by CNG Fuel's site-specific requirements set out in Chapter 7, CNG's site selection process culminates in a site search area being identified and detailed sequential exercise undertaken to identify an appropriate site capable of facilitating a new Bio-CNG station.

Please now refer to **Appendix 1** for the Site Search Area and Sequential Exercise undertaken in respect of the proposed Bio-CNG station at CNG Hinckley, Watling Street, Hinckley, LE10 3ED.



Appendix 1

Site Search Area & Sequential Exercise
for Proposed Bio-CNG Station at

Land south of A5 Watling Street,
Hinckley LE10 3ED

This document should be read in
conjunction with the accompanying 'CNG
Supporting Background Document'.

Identifying the Site Search Area

The map below establishes CNG Fuel's existing/future customer base and helps to identify the target site search areas.



Over a four-year period, CNG Fuels has arduously searched for an appropriate site in Hinckley for a new Bio-CNG station in response to continued unmet customer demand. Informed by the above, and applying CNG Fuel's other remaining site-specific requirements, a site search area is generated.

The map below overlays the key gas pipeline within the vicinity of CNG Fuel's existing customer to generate a target search area within which CNG Fuels had identified a number of sites as part of the sequential exercise.



Key:

	CNG Site Search Area	Less than a 2 minute detour from the A5.
	Medium Pressure Gas Pipe	Borderline connection and capacity.
	Local Transmission System Gas Pipe	Excellent connection and capacity.
	National Transmission System Gas Pipe	Excellent capacity but difficult and time-consuming connection.
	Selected Application Site	

Sequential Site Exercise

Selected Application Site



Land south of A5 Watling Street, LE10 3ED

Transport Network	Good access to A5 which leads to M69.
Available Land	Land immediately available.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity.
Further Comments	Greenfield.
Conclusion	Land available within an area with very strong customer demand, with good access and gas pressure. Progressing with this site.



Discounted Sites

Site 1 – Mountpark Land off Watling Street, LE10 3ED

Transport Network	Good access to A5 which leads to M69.
Available Land	This land is being developed by Mountpark, who have no desire to sell. Land unavailable.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity.
Further Comments	N/A.
Conclusion	No land available.



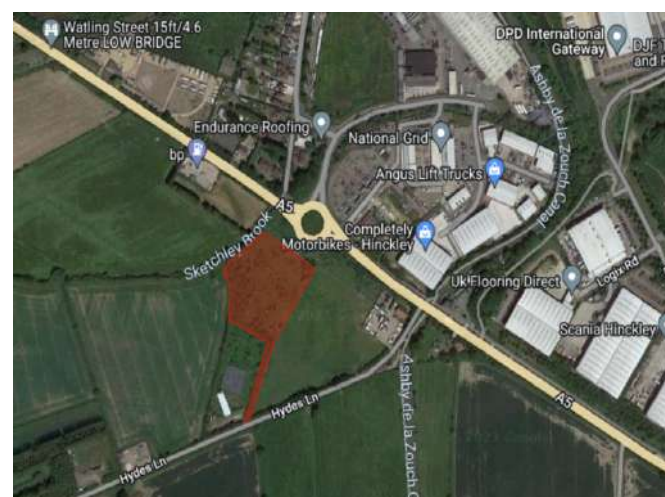
Site 2 – Veolia, Watling Street, LE10 3ED

Transport Network	Good access onto A5 which leads to M69.
Available Land	Site occupied. No land available. Owner not willing to sell.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity.
Further Comments	N/A.
Conclusion	No land available.



Site 3 – Land on the north east and south west sides of Watling Street

Transport Network	Good access onto A5 which leads to M69.
Available Land	The ransom strip required to widen the access to the A5, has not been available following commercial negotiations.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity.
Further Comments	Green Belt.
Conclusion	Site not viable due to constraints.



Site 4 – Land on the north side of Hydes Lane

Transport Network	Access constraints from the site to the A5.
Available Land	Land available.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity.
Further Comments	Green Belt.
Conclusion	Site not viable due to constraints.



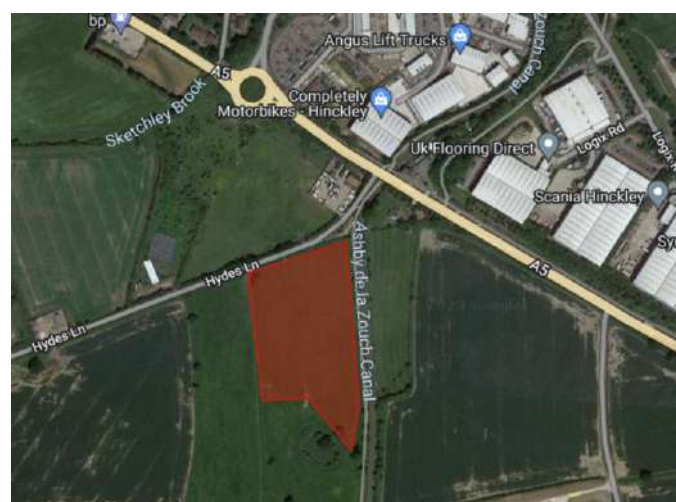
Site 5 – Meter Testing Station, Nutts Lane, LE10 3EQ

Transport Network	Good access onto A5 which leads to M69.
Available Land	No land available.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity. However, connection route over third party land.
Further Comments	Very close to residential use.
Conclusion	No land available and site not viable due to constraints.



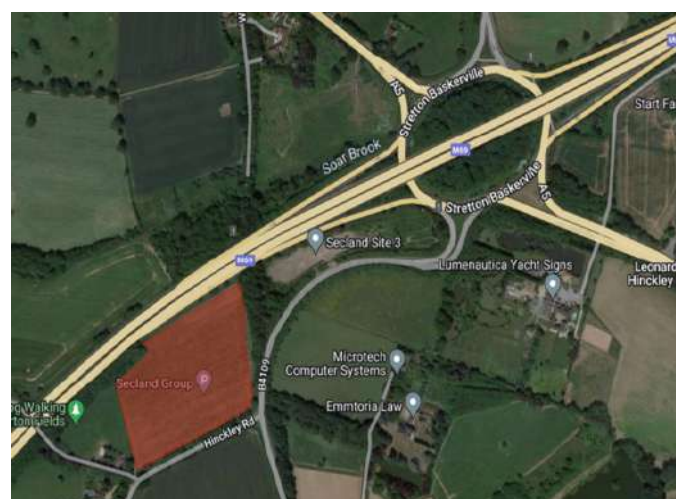
Site 6 – Land to the south of Hydes Lane

Transport Network	Hydes Lane not appropriate for HGVs.
Available Land	Landowner would not engage. Site not available.
Customer Demand	Excellent.
Gas Pressure	Local Transmission System. Excellent connection and capacity.
Further Comments	Green Belt.
Conclusion	No land available and site not viable due to constraints.



Site 7 – Secland Group land, LE10 3JG

Transport Network	Good proximity to M69 but would need to create an access road onto Hinckley Road.
Available Land	Land not available.
Customer Demand	Excellent.
Gas Pressure	Medium Pressure. Lowest pressure tier required for a CNG station. Not ideal.
Further Comments	Green Belt location.
Conclusion	No land available and site not viable due to constraints.



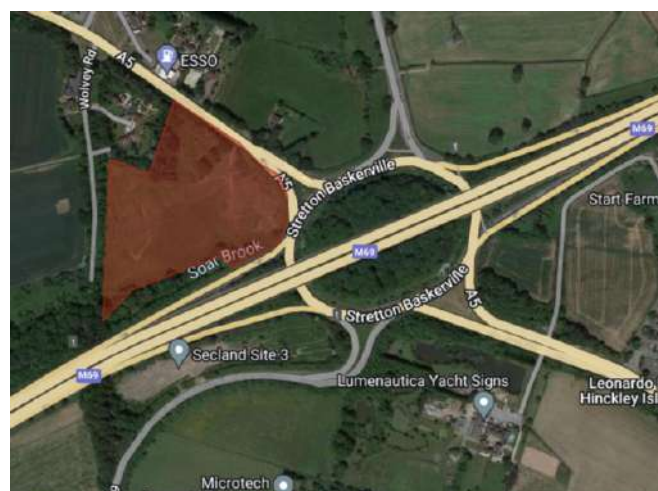
Site 8 – Secland Group land 2, LE10 3HA

Transport Network	Good proximity to M69 but would need to create an access road onto Hinckley Road.
Available Land	Land not available, it is being developed out by landowner.
Customer Demand	Excellent.
Gas Pressure	Medium Pressure. Lowest pressure tier required for a CNG station. Not ideal.
Further Comments	Green Belt location.
Conclusion	No land available and site not viable due to constraints.



Site 9 – Streeton Point Hinckley, LE10 3JB

Transport Network	Good access onto A5 which leads to M69.
Available Land	No land available.
Customer Demand	Excellent.
Gas Pressure	Medium Pressure within the vicinity but the connection route would be under the Streeton Baskerville roundabout.
Further Comments	Issue of overhead cables.
Conclusion	No land available and site not viable due to constraints.



Site 10 – Land to north of Rugby Road, LE10 3JA

Transport Network	Good access to the M69.
Available Land	Land not available, landowner does not want to sell.
Customer Demand	Excellent.
Gas Pressure	Medium Pressure. Lowest pressure tier required for a CNG station. Not ideal.
Further Comments	Greenfield.
Conclusion	No land available and site not viable due to constraints.



Site 11 – Hinckley Park

Transport Network	Good access to M69.
Available Land	Land not available, landowner does not want to sell.
Customer Demand	Excellent.
Gas Pressure	Medium Pressure. Lowest pressure tier required for a CNG station. Not ideal.
Further Comments	N/A.
Conclusion	No land available.



Site 12 – Fields behind Hinckley Park

Transport Network	Has access onto A5. However, it is a long diversion from the M69 Junction.
Available Land	Land not available. St Modwen have either built out land or plan to develop themselves.
Customer Demand	Moderate. Long detour for most.
Gas Pressure	No gas within close proximity.
Further Comments	Greenfield.
Conclusion	No land available and site not viable due to constraints.



Site 13 – Hinckley Road, LE10 3JG

Transport Network	Good proximity to M69 but would need to create an access road onto Hinckley Road.
Available Land	Land not available. Landowner would not sell.
Customer Demand	Moderate. Long detour for most.
Gas Pressure	Medium Pressure. Lowest pressure tier required for a CNG station. Not ideal.
Further Comments	Green Belt.
Conclusion	Site not viable due to constraints.

