Planning Inspectorate
Arolygiaeth Gynllunio

SCOPING OPINION:

Proposed Lighthouse Green Fuels Project

Case Reference: EN0110025

Adopted by the Planning Inspectorate (on behalf of the Secretary of State) to Regulation 10 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

11 November 2025

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1. INTRODUCTION

1.1.1 On 01 October 2025, the Planning Inspectorate (the Inspectorate) received an application for a Scoping Opinion from LGF Projects Limited (the applicant) under regulation 10 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations) for the proposed Lighthouse Green Fuels Project (the proposed development). The applicant notified the Secretary of State (SoS) under regulation 8(1)(b) of those regulations that they propose to provide an Environmental Statement (ES) in respect of the proposed development and by virtue of regulation 6(2)(a), the proposed development is 'EIA development'.

1.1.2 The applicant provided the necessary information to inform a request under EIA regulation 10(3) in the form of a Scoping Report, available from:

https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0110025/documents

1.1.3 This document is the Scoping Opinion (the Opinion) adopted by the Inspectorate on behalf of the SoS. This Opinion is made on the basis of the information provided in the Scoping Report, reflecting the proposed development as currently described by the applicant. This Opinion should be read in conjunction with the applicant's Scoping Report.

1.1.4 The Inspectorate has set out in the following sections of this Opinion where it has / has not agreed to scope out certain aspects / matters on the basis of the information provided as part of the Scoping Report. The Inspectorate is content that the receipt of this Scoping Opinion should not prevent the applicant from subsequently agreeing with the relevant consultation bodies to scope such aspects / matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the aspects / matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.

1.1.5 Before adopting this Opinion, the Inspectorate has consulted the 'consultation bodies' listed in appendix 1 in accordance with EIA regulation 10(6). A list of those consultation bodies who replied within the statutory timeframe (along with copies of their comments) is provided in appendix 2. These comments have been taken into account in the preparation of this Opinion.

1.1.6 The Inspectorate has published a series of advice pages, including 'Advice Note 7: *Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping* (AN7)'. AN7 and its annexes provide guidance on EIA processes during the pre-application stages and advice to support applicants in the preparation of their ES.

1.1.7 Applicants should have particular regard to the standing advice in AN7, alongside other advice notes on the Planning Act 2008 (PA2008) process, available from:

'Nationally Significant Infrastructure Projects: Advice pages'

This Opinion should not be construed as implying that the Inspectorate agrees with the information or comments provided by the applicant in their request for an opinion from the Inspectorate. In particular, comments from the Inspectorate in this Opinion are without prejudice to any later decisions taken (e.g. on formal submission of the application) that any development identified by the applicant is necessarily to be treated as part of a Nationally Significant Infrastructure Project (NSIP) or associated development or development that does not require development consent.

2. OVERARCHING COMMENTS

2.1 Description of the Proposed Development

(Scoping Report Section 2)

ID	Ref	Description	Inspectorate's comments
2.1.1	Paragraph 2.1.5	Flexibility, parameter plans and project components	The Inspectorate notes the applicant's intention to apply a 'Rochdale Envelope' approach to maintain flexibility within the design of the proposed development. The Inspectorate expects that at the point an application is made, the description of the proposed development will be sufficiently detailed to include the design, size, capacity, technology, and locations of the different elements of the proposed development. This should include the footprint and heights of the structures (relevant to existing and proposed ground levels), as well as land-use requirements for all elements and phases of the proposed development. The description should be supported (as necessary) by figures, cross sections, and drawings which should be clearly and appropriately referenced. Where flexibility is sought, the ES should clearly set out the maximum design parameters that would apply for each option assessed and how these have been used to inform an adequate assessment in the EIA and the worst case for each aspect. The description of the proposed development in the ES must not be so wide that it is insufficiently certain to comply with the requirements of Regulation 14 of the EIA Regulations. The need and justification to support the level of flexibility sought must be explained in the ES, including how it has been considered in the assessments through relevant parameters (temporal and spatial) and a defined worst-case for resulting environmental effects. It will be essential to ensure consistency throughout the ES and any other relevant assessments supporting the application from which the ES draws.
2.1.2	Paragraph 2.4.1	Flares	The ES should clarify the types of gases to be flared and the frequency of flaring and ensure that this is reflected in any assessment of likely significant effects.

ID	Ref	Description	Inspectorate's comments
2.1.3	Paragraphs 2.6.1 and 2.8.1	Demolition	The proposed development may involve the breakout of concrete surface and demolition of the existing jetties and which are located within the application site. The ES should provide a description of any demolition works required and an assessment of any resulting likely significant effects.
2.1.4	Section 2.7	Site access	The ES should describe the proposed site entrance(s) and the routes to be used for all vehicular access during construction and operation of the proposed development. This information should be clearly presented on supporting figures within the ES. The ES should describe and assess the potential impacts (both positive and negative) associated with any improvements/ changes to the access routes which are either required to facilitate construction and operation of the proposed development or restoration on completion of the works. For the assessment of impacts during construction and operation, the ES should explain how the proposed access route(s) relate to sensitive receptors.
2.1.5	Figure 2.1	Process diagram	Figure 2.1 provides a helpful flow chart of the SAF production process. The Inspectorate suggests that this is enhanced to include a full suite of inputs and outputs to the various processes to provide further clarity.
2.1.6	Section 2.9	Construction activities	The ES should include details of how the construction would be phased, including the likely commencement date, duration and location of the required construction activities and the required workforce. The ES should describe the assumptions regarding the assessment of the construction phase, including the proposed construction activities (for example, any proposed excavation, piling and dredging methods would be used), and the associated plant and machinery. The assessment should be based on a worst-case scenario.
2.1.7	Paragraph 2.9.1	Temporary construction laydown areas	The Scoping Report states that areas of third-party land would be used for temporary construction laydown areas, however the exact locations are not provided. The ES should provide details regarding the location, access and extend of the laydown areas. Any associated LSEs should be assessed in the ES.

ID	Ref	Description	Inspectorate's comments
2.1.8	N/A	Layout plan	The Inspectorate notes that the proposed site boundary includes the main site, access and utility corridors, temporary compounds, and working areas. However, it is unclear which specific geographical areas these components refer to. To ensure clarity and consistency, the ES should include a map and a detailed description outlining the boundaries of each component.
2.1.9	N/A	Operational lifespan	The Scoping Report provides limited information on the operational lifespan, with a minimum of 30 years stated but no maximum provided. The ES should clearly identify the operational duration that has been assumed as part of the EIA and how that has been determined. Furthermore, the ES should identify whether the proposed development would require any components to be replaced when they reach the end of their operational lifespan and any likely significant effects arising from this. The ES should be clear as to the duration of the operational period and ensure that this is consistently applied to all assessments unless otherwise justified. See ID 3.9.3 in this regard.
2.1.10	N/A	Decommissioning	Potential impacts as a result of decommissioning the proposed development are to be scoped out for a number of topics on the basis that the effects of decommissioning are likely to be similar to or no worse than the effects from construction, for each aspect topic area. Where the construction phase has been scoped in on the basis that significant effects could occur, this suggests that there is potential for significant effects to occur during the decommissioning phase. Where it is assumed that the effects of decommissioning are likely to be similar to or no worse than the effects from construction, this should be justified. The ES should provide a proportionate description of the activities and works which are likely to be required to decommission the proposed development or extend its operational life, and the anticipated duration. Where significant effects are likely to occur as a result of works to decommissioning the proposed development or extending its operational life, these should be described and assessed in the ES. The Inspectorate would expect to see decommissioning secured through the inclusion of an Outline Decommissioning Plan or similar submitted with the application.

2.2 EIA Methodology and Scope of Assessment

(Scoping Report Section 1)

ID	Ref	Description	Inspectorate's comments
2.2.1	N/A	Overarching EIA methodology	The Scoping Report does not contain an overarching EIA methodology. The ES should contain a chapter/section describing the broad principles of the methodology that will be adopted in the ES, including the approach that will be used to identify, evaluate and mitigate likely significance environmental effects. Details should be provided of how the significance of an effect is determined, based on an assessment of magnitude of effect and sensitivity of the receptor, including details or relevant guidance or principles to follow. The ES should explain how cumulative effects have been assessed and identify other proposed developments which have been included within a Cumulative Impacts Assessment.
2.2.2	N/A	Assessment of designated site habitats across ecology chapters	The Scoping Report separates the ecology assessment into two chapters: Terrestrial and Freshwater and Marine. However, the Scoping Report does not clearly indicate which habitats associated with designated sites (SPA, Ramsar, and SSSI) would be assessed within each chapter, particularly intertidal habitats. To ensure a robust assessment of potential impacts and the scope adequately covers all ecological receptors, the ES should clarify which chapter will address which habitats and associated species within designated sites (including intertidal, coastal, and transitional habitats) and explain how overlaps between terrestrial and marine ecological receptors will be managed. It should also be confirmed that all relevant qualifying features of designated sites will be comprehensively assessed across the two chapters. To avoid gaps or duplication, appropriate cross-referencing between chapters should be included. Furthermore, the assessment should consider cumulative effects on relevant habitats and

ID	Ref	Description	Inspectorate's comments
			associated designated site features, particularly where impacts may arise from both terrestrial and marine activities.
22.3	N/A	Future baseline	The ES should set out the assessment year of the future baseline and detail how the future baseline conditions are established. The Inspectorates notes that major developments are identified near the application site including H2NorthEast, H2Teesside and Net Zero Teesside Project (as set out in paragraph 21.3.14). The description of the future baseline in the ES should clearly set out the construction and operation timeline for these projects against the timeline for the proposed development. The Inspectorate notes that some assessments require projections to account for future change. The ES should detail the methodology used for the projections, including the relevant data sources used.
22.4	N/A	Assessment of heat and radiation	The Scoping Report does not refer to any assessment of heat and radiation. Based on the characteristics of the proposed development, particularly as a combined heat and power plant are proposed, the Inspectorate would expect the emissions of heat and radiation are likely to be minimal. However, in line with Schedule 4 of the EIA Regulations the ES should include an estimate by type and quantity of expected emissions including heat and radiation.
22.5	N/A	Assessment of light emissions	The Scoping Report identifies construction and operational light spill as a potential impact on terrestrial and aquatic ecological receptors. An assessment of light emissions is scoped out of the landscape and visual impact assessment (see ID 3.6.8), however the ES should provide estimates of the expected light emissions, describe the proposed lighting strategy, and assess the likely significant effects on ecological receptors where these are likely to occur.

ID	Ref	Description	Inspectorate's comments
2.2.6	N/A	Transboundary	The Inspectorate on behalf of the SoS has considered the proposed development and concludes that the proposed development is unlikely to have a significant effect either alone or cumulatively on the environment in a European Economic Area State. In reaching this conclusion the Inspectorate has identified and considered the proposed development's likely impacts including consideration of potential pathways and the extent, magnitude, probability, duration, frequency and reversibility of the impacts. The Inspectorate considers that the likelihood of transboundary effects resulting from the proposed development is so low that it does not warrant the issue of a detailed transboundary screening. However, this position will remain under review and will have regard to any new or materially different information coming to light which may alter that decision. Note: The SoS' duty under regulation 32 of the 2017 EIA Regulations continues throughout the application process. The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the annex to its Advice Page 'Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process', links for which can be found in paragraph 1.0.7 above.

3. ENVIRONMENTAL ASPECT COMMENTS

3.1 Air quality

(Scoping Report Section 5)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.1.1	Paragraph 5.1.1 and section 5.7	N/A	The Scoping Report states that the air quality chapter identifies impacts that can be scoped out, however this information is not provided within this aspect chapter. The Inspectorate observes the table that sets out the "elements scoped in or out of further assessment" that is presented in the other aspect chapters of the Scoping Report has been omitted from the air quality chapter. Furthermore the impacts listed in section 5.7 for the construction and operation phase do not specify whether they are anticipated to be significant or not. As such, the Inspectorate is unable to comment further on any matters that the applicant intends to scope out.

ID	Ref	Description	Inspectorate's comments
3.1.2	Section 5.4	Local Authorities within the 15km study area that do not lie adjacent to the proposed development	The Scoping Report states that given the distance and location of the local authorities identified in paragraph 5.4.2, significant effects are not anticipated in these areas. However, the Scoping Report also states that if further analysis during the environmental assessment process indicates that there will be potential impacts on local air quality, a more detailed assessment will be provided. The Scoping Report does not specify why a 15km radius has been chosen for these local authorities or what phase of the proposed development that significant effects are predicated to be unlikely. It is also unclear as to whether these local authorities are each being identified as a single sensitive receptor or whether the applicant is scoping out sensitive receptors within each of these jurisdictions.

ID	Ref	Description	Inspectorate's comments
			The ES should clearly identify what receptors and / or pathways are being scoped out. These should be agreed with relevant consultees where necessary and supported with evidence on how decisions have been reached.
3.1.3	Paragraph 5.3.2	Study area for human receptors – operational phase	Paragraph 5.3.2 states that a 2km study area will be used on the basis that 'significant impacts from combustion plant typically do not result in significant human health impacts beyond this distance'. It is unclear on what basis the 2km study area for human receptors have been proposed. The ES should justify the study area(s) used in line with relevant guidance, modelling, and/or agreement from relevant stakeholders.
3.1.4	Paragraphs 5.6.1 and 5.9.2	Dust mitigation	The Scoping Report states that it is expected the impacts from construction dust "should be negligible and not significant" following the implementation of appropriate mitigation measures as determined by the dust risk assessment. Paragraph 5.6.1 provides typical mitigation measures for the construction phase. The Inspectorate would expect to see an outline dust mitigation plan and/or outline Construction Environmental Management Plan, which outlines the relevant mitigation measures, to be submitted as part of the application documents. The ES should appropriately cross-reference to mitigation measures within other management plans where appropriate.
3.1.5	Paragraphs 5.8.13, 5.8.14, 5.9.11 and 5.9.12	Inter-project cumulative effects	The Scoping Report states that where emissions data from neighbouring industrial processes is available these will be included within the cumulative assessment, however it is assumed that these emissions would be included within the baseline pollutant backgrounds. The Inspectorate is content that existing operational industrial processes in the vicinity of the proposed development would be accounted for within the background air quality mapping. However, projects not yet consented and/or constructed should be considered within the cumulative assessment. Paragraph 5.9.11 states that for the construction phase, other proposed developments within a 250m radius will be considered. The applicant should seek agreement from the local planning authorities (LPAs) regarding the other plans and projects to be included within the cumulative assessment.

ID	Ref	Description	Inspectorate's comments
3.1.6	Paragraphs 5.9.8, 5.8.13, 5.8.14, 5.9.11 and 5.9.12	Intra-project cumulative effects	Paragraphs 5.8.13, 5.8.14, 5.9.11 and 5.9.12 of the Scoping Report focus on inter-project cumulative effects, the ES should also consider intra-project cumulative effects. Paragraph 5.9.8 states "negligible or slight effects may be judged as significant if they are sufficiently numerous and geographically concentrated such that cumulatively they might cause a measure of harm to human health". This paragraph appears to conflate single effects with intra-project cumulative effects. The ES should separately consider individual effects and intra-project effects.
3.1.7	N/A	Guidance	The applicant's attention is drawn to the Defra advice 'PM2.5 Targets: Interim Planning Guidance'. The ES should explain how key sources of air pollution within the proposed development have been identified and how action has been taken to minimise emissions of PM2.5 or its precursors.
3.1.8	N/A	Novel technologies, processes and pollutants - receptor pathways	Air quality impacts are anticipated for all phases and these should be assessed. as the proposed development applies novel technologies, processes and pollutants, these should be clearly described in the ES and the accompanying pathways should also be clearly explained for each receptor. The applicant's attention is drawn to Natural England's (NE) consultation response provided in Appendix 2 of this Opinion.
3.1.9	Paragraph 5.9.9	Odour assessment	The wording within paragraph 5.9.9 implies that an odour assessment may be required. It is not clear what elements of the proposed development are likely to produce odour. This paragraph refers to "odour-emitting plant or equipment". It is unclear how the decision whether to conduct an odour assessment would be taken. The ES should provide estimates of the type and quantities of expected residues and emissions in line with Schedule 4 of the EIA Regulations. Likely significant effects should be assessed where these are likely to occur.
3.1.10	Paragraph 5.8.2	Dispersion modelling	The Scoping Report states that "where traffic data can be supplied for construction vehicles on the public highway and marine traffic on the River Tees" this will be screened against criteria set out in guidance. The wording of this phrase implies traffic data may not be supplied and therefore emissions from traffic would not be screened. For the

ID	Ref	Description	Inspectorate's comments
			avoidance of doubt, the ES should assess the likely significant effects of construction traffic on air quality should the anticipated traffic levels exceed thresholds set out within relevant guidance. Where uncertainty exist in the final type and quantity of construction vehicles to be used, a worst-case scenario should be used.
3.1.11	Paragraph 5.7.1	Construction machinery	Criterion (b) 1 of paragraph 5.7.1 identifies impacts arising from changes in local concentrations of NO_X, NO_2 and particulate matter as a result of the operation of construction vehicles on the public highway. The ES should also consider impacts from other construction machinery such as generators, Non-Road Mobile Machinery (NRMM) and plant equipment.

3.2 Noise and vibration

(Scoping Report Section 6)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.2.1	Paragraph 6.4.6 and table 6.2	Construction traffic vibration impacts arising from construction	The Scoping Report states that a baseline vibration survey will not be conducted, as vibration assessments are based on absolute vibration levels rather than comparisons with background levels. The Scoping Report proposes to scope out impacts from vibration generated by construction traffic. The justification provided is that the construction traffic vehicles would be similar to the vibration caused by any other vehicles that could legally use the route. The Inspectorate agrees that construction vehicles are unlikely to lead to significant vibration effects and agrees that this matter can be scoped out of the ES.
3.2.2	Paragraph 6.4.6 and section 1.7 and table 6.2	Vibration impacts arising from operation	The Scoping Report proposes to scope out impacts from vibration generated from the proposed development on the grounds that the nearest human receptors are located more than 800m from the sources of operational vibration. The Inspector notes that the fixed plant and equipment is not yet confirmed (paragraph 1.7.1), however on the basis that the human receptors will be located more than 800m from sources of vibration, the Inspectorate agrees that this matter can be scoped out.
3.2.3	Table 6.2	Road traffic impacts arising from operation	The applicant proposes to scope out this matter on the basis that traffic flows are anticipated to be minimal. The Scoping Report does not provide indicative traffic numbers likely to be used during the operational phase as set out in ID 3.14.1 of this Opinion. For the reasons set out in ID 3.14.1 of this Opinion, the Inspectorate does not agree to scope this matter out at this stage. The ES should assess the potential for traffic generated by the proposed development to lead to noise effects at sensitive receptors or demonstrate

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			that significant effects would not occur based on traffic numbers being below established thresholds set out within guidance.

ID	Ref	Description	Inspectorate's comments
3.2.4	Section 6.3	Study Area	The Scoping Report provides justification for the different study areas used for human receptors during the construction and operational phase. Paragraph 6.3.2 states that these study areas may potentially be adjusted using professional judgment. Where professional judgement is used, this should be clearly expanded upon in the ES, agreed with relevant consultees where necessary and supported with evidence on how decisions have been reached.
3.2.5	Paragraph 6.8.5	Decommissioning phase	The Scoping Report states that the anticipated impacts of decommissioning activities are expected to be similar to those arising from construction activities, however no further reference to the decommissioning phase assessment is provided this aspect of the Scoping Report. Furthermore, since the construction phase is scoped in on the basis that significant effects could occur, there is potential for significant effects to occur within the decommissioning phase. See ID 2.1.10 in this regard.

3.3 Terrestrial ecology

(Scoping Report Section 7)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.3.1	Table 7.8	Reptiles	The Scoping Report does not refer to the assessment of reptiles during the operation and decommissioning phases. The Scoping Report states that currently there is no data obtained for this potential ecological receptor. In the absence of information about the extent of potential habitat loss, other potential impact pathways and mitigation measures the Inspectorate is unable to scope this matter out during the operation and decommissioning phases.

ID	Ref	Description	Inspectorate's comments
3.3.2	Section 7.4 and table 7.2	Study area	The Scoping Report states that the study areas are based on zones of influence (ZoI). The ZoI for each terrestrial ecological receptor are outlined in table 7.2, where fixed distances are proposed. Paragraph 7.4.3 states that the ZoI for each terrestrial ecological receptor have been defined based on current best practice guidelines and current project information. The ES should clarify the methodology for determining the ZoI for terrestrial ecological receptors based on the potential for likely significant effects rather than being based on a fixed distance. The ES should ensure a consistent approach has been applied for assessing impacts on ecological receptors within each aspect chapter of the ES. The ES should demonstrate how the study area has been informed by potential impact-pathways and where possible, should be agreed with relevant consultation bodies.
3.3.3	Section 7.6 and table 7.3	Field survey	Table 7.3 outlines the survey buffer from the site for the identified ecological receptors. The Scoping Report does not provide any detail related to field surveys. The applicant should agree the scope, timing and extent of survey effort with relevant consultation

ID	Ref	Description	Inspectorate's comments
			bodies prior to survey work commencing. Evidence of any agreement should be presented in the ES.
3.3.4	Paragraphs 7.7.1 and 7.10.1	Preliminary ecological appraisal (PEA)	Paragraph 7.7.1 states that the baseline conditions for the terrestrial ecology assessment would be defined through a full desk study, PEA and a series of field surveys. While paragraph 7.10.1 states that the PEA would identify the habitats within the main site. The ES should ensure that the PEA is undertaken to cover the entire site. Effort should be made to agree the study area(s) with relevant consultation bodies.
3.3.5	Paragraph 7.16.4	Assessment methodology	The Scoping Report states that the assessment methodology would follow the CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland (Terrestrial, Freshwater and Coastal). Paragraph 7.16.4 states that the significance of residual effects will be assessed following the implementation of embedded mitigation, with additional mitigation and compensation measures identified thereafter to offset significant residual effects. This approach does not appear to align with the CIEEM Guidelines. Residual effects should be assessed after all feasible mitigation measures, including both embedded and additional have been implemented. To avoid of doubt, the ES should clearly explain the impact assessment process with reference to the relevant guidelines, including how mitigation measures are considered when determining the significance of residual effect.
3.3.6	N/A	Site Improvement Plan for Castle Eden Dene SAC	The Site Improvement Plan for Castle Eden Dene SAC identifies that nitrogen deposition already exceeds site relevant critical loads and therefore there is a need to "control, reduce and ameliorate atmospheric nitrogen impacts". This matter should be addressed in the ES. The applicant's attention is drawn to NE's consultation response provided in Appendix 2 of this Opinion.
3.3.7	N/A	Functionally linked land	The Scoping Report does not refer to any potential impacts on SPA bird populations through the permanent and temporary direct loss of functionally linked land within the proposed development site. The ES should assess any potential significant effects on

ID	Ref	Description	Inspectorate's comments
			functionally linked land as a result of the proposed development. The applicant's attention is drawn to the consultation response from NE (appendix 2 of this Scoping Opinion) in this regard.
3.3.8	N/A	Confidential Annexes	Public bodies have a responsibility to avoid releasing environmental information that could bring about harm to sensitive or vulnerable ecological features. Specific survey and assessment data relating to the presence and locations of species such as badgers, rare birds and plants that could be subject to disturbance, damage, persecution, or commercial exploitation resulting from publication of the information, should be provided in the ES as a confidential annex. All other assessment information should be included in an ES chapter, as normal, with a placeholder explaining that a confidential annex has been submitted to the Inspectorate and may be made available subject to request.

3.4 Freshwater and marine ecology

(Scoping Report Section 8)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.4.1	Table 8.11	Interest features of Teesmouth and Cleveland Coast SSSI – construction and operation	The Scoping Report states that only impacts to breeding harbour seals are proposed to be assessed within the ES for the operational phase. The other interest features of the SSSI (namely saltmarshes and invertebrates inhabiting sand dune habitats) are proposed to be scoped out due to distance from the proposed development. Figure 9.1 shows the location of the SSSI. The specific locations of the saltmarshes and sand dunes is not provided. Considering the potential for an air pollution impact pathway to exist the Inspectorate is not content to scope this matter out based on distance from the proposed development. The applicant's attention is drawn to the consultation response from NE (Appendix 2 of this Opinion) which highlights that coastal dune and grassland habitats are sensitive to air quality impacts. The ES should assess the potential for likely significant effects to occur on all interest features of the Teesmouth and Cleveland Coast SSSI or the evidence to demonstrate the absence of a likely significant effect such as agreement from relevant consultant bodies.
3.4.2	Table 8.11	Interest features of Teesmouth National Nature Reserve (NNR) – construction and operation	The Scoping Report proposes to assess the impacts to grey seals and harbour seals within the ES however other features of the NNR (namely sand dunes, grazing marsh, intertidal sands and mudflats) are proposed to be scoped out due to the distance from the proposed development and lack of hydrological connectivity. However, evidence was not given in the Scoping Report to support this. Based on the hydrological connectivity it is unclear whether there is potential for significant effects to occur. As such the Inspectorate is not content to scope this matter out of further assessment at this stage. There is also the potential for interest features of this NNR to be impacted through changes in air quality and deposition of pollutants. The applicant's attention is drawn to the consultation response from NE

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			(Appendix 2 of this Opinion) which highlights that coastal dune and grassland habitats are sensitive to air quality impacts. The ES should assess the potential for likely significant effects to occur on all interest features of the Teesmouth NNR or provide the evidence to demonstrate the absence of a likely significant effect.
3.4.3	Table 8.11	Invertebrates	The Scoping Report proposes to scope this matter out on the basis that there would be no impact on invertebrates from changes in water quality or sediment suspension as the Tees barrage (about 10km upstream) separates most of the non-mobile freshwater species from the site. The Scoping Report identifies the closest freshwater feature within 250m is an artificial lake. The Inspectorate agree to scope this matter out provided that the ES should demonstrate no protected species or high-quality habitat are observed, with agreement from the relevant consultees.
3.4.4	Table 8.11	Macrophytes	The Scoping Report proposes to scope this matter out on the basis that there would be no impact on macrophytes from changes in water quality or sediment suspension as the Tees barrage separates most of the non-mobile freshwater species from the site. Paragraph 8.6.17 states that no protected or notable species were recorded in the macrophyte surveys undertaken by the EA in 2013 and 2016. The Inspectorate agree to scope this matter out provided that the ES should demonstrate no protected species or high-quality habitat are observed, with agreement from the relevant consultees.
3.4.5	Table 8.11	Phytoplankton	The Scoping Report proposes to scope this matter out on the basis that standard mitigation measures could be incorporated into the proposed development to minimise impacts to phytoplankton.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			Paragraph 8.6.37 states that phytoplankton taxa which cause harmful algal blooms and fish mortality are present within the Tees Estuary. No details regarding the standard mitigation measures are provided within the Scoping Report. In the absence of confirmation that Northumbrian Water Limited (NWL) is redirecting effluent from Bran Sands Wastewater Treatment Works from Dabholme Gut to the North Sea, the proposed development may result in increased nitrogen nutrient loading within the Tees estuary. The Inspectorate is not in a position to scope this matter out at this stage. The ES should assess the potential for likely significant effects to occur on phytoplankton or the information referred to demonstrating agreement with the relevant consultation bodies and the absence of a likely significant effect.
3.4.6	Table 8.11	Marine plants and macroalgae	The Scoping Report proposes to scope this matter out on the basis that standard mitigation measures would be incorporated into the proposed development to minimise impact to macroalgae. The Scoping Report states that the potential impacts on the saltmarsh and native seagrass habitats dependant on distance from the proposed development, however, the location of saltmarsh and native seagrass habitats are not provided and paragraph 8.6.39 states that restoration projects are taking place approximately 5km downstream. Considering saltmarsh and seagrass habitats are interest feature of internationally and nationally designated sites within the Tee Estuary the Inspectorate would expect this impact pathway to be assessed within the ES. Paragraph 8.6.38 states that data regarding marine plants and macroalgae in the study area is limited. In the absence of further information including the specific location of habitats ad proposed mitigation measures for reducing impacts to water quality, the Inspectorate is not in a position to scope this matter out at this stage. The ES should assess the impact of the proposed development on marine plants and macroalgae during construction and operation, particularly operational impacts resulting from nitrogen loading from wastewaters or the information demonstrating agreement with the relevant

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			consultation bodies and the absence of LSE. The applicant's attention is drawn to the consultation response from Environment Agency (EA) (appendix 2 of this Scoping Opinion) in this regard.
3.4.7	Table 8.11	Marine mammals in the Greater North Sea Ecoregion	Impacts to harbour seals, grey seals, and harbour porpoises are proposed to be assessed within the ES due to their presence within the Tees Estuary. Other marine mammals withing the Greater North Sea Ecoregion (namely minke whale, bottlenose dolphin, white-beaked dolphin, orca, Atlantic white-sided dolphin, long-finned pilot whale, Risso's dolphin and short-beaked common dolphin) are proposed to be scoped out due to their unlikely presence in the estuary. Considering the nature of these species and the location of the proposed development, the Inspectorate is content to scope this matter out of further assessment on the basis that significant effects are unlikely to occur.
3.4.8	Paragraph 8.10.7 and table 8.11	Decommissioning	The Scoping Report states that the potential significant impacts associated with decommissioning would likely be similar to those listed for construction. However, the Scoping Report does not indicate if there are any assessment for the decommissioning phase. Please refer to the Inspectorate's comments at ID 2.1.10 in this regard.

ID	Ref	Description	Inspectorate's comments
3.4.9	Section 8.4 and table 8.2	Study area	The Inspectorate's comments at ID 3.3.2 about study area for terrestrial ecology apply equally to study area for freshwater and marine ecology.
3.4.10	Paragraphs 8.6.13,	Surveys	The Inspectorate notes that most of the desk-based data gathered from the EA's Ecology and Fish Data Explorer relies on surveys conducted more than 2 years ago. Although additional surveys are proposed in paragraph 8.9.4, the wording suggests these surveys

ID	Ref	Description	Inspectorate's comments
	8.9.3, 8.9.4 and 8.9.5		are not certain. Contradictory information is found in the Scoping Report, paragraph 8.9.4 proposes a marine habitat survey to confirm saltmarsh, seagrass and other protected habitats, however, paragraph 8.9.5 states that a marine habitat survey is not required. The ES should ensure a robust baseline has been established based on up-to-date data wherever possible. The applicant should agree the scope, timing and extent of survey effort with relevant consultation bodies prior to survey work commencing. Evidence of any agreement should be presented in the ES. The applicant's attention is drawn to the consultation response from NE (appendix 2 of this Scoping Opinion) in this regard.
3.4.11	Tables 8.9 and 8.10	Impact pathways	The potential likely impacts during the construction and operational phases listed in tables 8.9 and 8.10 does not refer to the potential for changes in air quality and deposition of pollutants. This impact pathway should be assessed where there is the potential for likely significant effects. The applicant's attention is drawn to the consultation response from NE (Appendix 2 of this Opinion) which highlights that coastal dune and grassland habitats are sensitive to air quality impacts.
3.4.12	Paragraph 8.12.3	Assessment methodology	The Scoping Report states that the assessment methodology would follow the CIEEM Guidelines for Ecological Impact Assessment in the UK and Ireland (Terrestrial, Freshwater and Coastal). Paragraph 8.12.3 states that the significance of residual effects will be assessed following the implementation of embedded mitigation, with additional mitigation and compensation measures identified thereafter to offset significant residual effects. The Inspectorate's comments at ID 3.3.5 about assessment methodology for terrestrial ecology apply equally to study area for freshwater and marine ecology.

3.5 Water environment and flood risk

(Scoping Report Section 9)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.5.1	Paragraph 9.4.8	Cumulative impacts	The Scoping Report states that there would not be any inter-related cumulative impact on the water environment on the basis that the water environment and flood risk receptors will only be potentially impacted by construction works taking place directly within the site, and further impact by off-site activities are unlikely. The Scoping Report does not provide any evidence to support this. The ES should include an assessment of cumulative effects arising from the proposed development and other developments. The applicant's attention is drawn to the consultation response from NE (appendix 2 of this Scoping Opinion) in this regard.
3.5.2	Paragraphs 9.6.10 and 9.6.11	Decommissioning	The Scoping Report states that a Demolition Environmental Management Plan would be implemented during decommissioning. However, it does not indicate if there are any assessment for the decommissioning phase. Please refer to the Inspectorate's comments at ID 2.1.10 in this regard.

ID	Ref	Description	Inspectorate's comments
3.5.3	Paragraph 9.3.1	Study area	The Scoping Report proposes a 1km study area with potential to extend beyond to capture potential impacts to receptors beyond the 1km buffer. The Inspectorate considers that the ES should clearly define the study area based on the ZoI, the hydrology of the site and potential for significant effects. Consideration of upstream receptors should also be included where appropriate.
3.5.4	Paragraph 9.6.4	Methodology	The Scoping Report proposes a qualitative assessment of potential impacts to water environment in accordance with the approach outlined in the Design Manual for Roads and

ID	Ref	Description	Inspectorate's comments
			Bridges (DMRB) guidance. The assessment would be based only on the review of existing data and site surveys, with no water quality sampling proposed. Considering the methodology set out within the DMRB guidance is aimed at road schemes, the ES should ensure the suitability of this methodology, align it with relevant policy and adapt it where necessary. The applicant should seek to agree the methodology with relevant consultees.
3.5.5	N/A	Wastewater treatment	Paragraphs 2.2.12 and 2.2.13 states that the waste effluent from the proposed development would be exported to Bran Sands Wastewater Treatment Plant (WSTP) for treatment. The ES must assess the downstream environmental impacts from the treatment facility. Assumptions around the timing of the delivery of the long sea outfall to Tees Bay should be set out and risks to the delivery of this mitigation should be considered and accounted for in the ES. Evidence that this arrangement has been agreed with Northumbrian Water should be provided, or alternatively, the ES should include an assessment of any other proposed arrangement for effluent discharge and assess the associated impacts thereof.

3.6 Landscape and visual

(Scoping Report Section 10)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.6.1	Paragraph 10.5.4	Photography from a second season	It is proposed to scope out photography from a second season on the basis that results from initial winter fieldwork (March 2025) indicated that the visibility of the proposed development would not differ between summer (when vegetation would be in full leaf) and winter. Paragraph 10.5.5 states that further fieldwork will be undertaken and this will cover the summer season. Paragraph 10.11.6 states that the construction phase assessment would assume that construction activity will be undertaken during winter, assuming that existing deciduous vegetation would not be in leaf, and that this would thereby represent a worst-case assessment scenario. Based on this information – that appears potentially contradictory - the applicant's intentions are unclear to the Inspectorate. Given the context of the site, the Inspectorate considers that a single season of photography is likely to be sufficient, however this should be agreed with the local planning authority and evidence should be provided in the ES to demonstrate that visibility does not differ between summer and winter.
3.6.2	Table 10.6	National landscape character (NCA) receptors	NCAs are proposed to be scoped out on the grounds that they typically cover relatively large areas of land that the scale of the proposed development is unlikely to make a discernible difference to the key characteristics. The Inspectorate notes the commitment to include the national level landscape character area to provide context and agrees with the rationale for scoping this out as a receptor.
3.6.3	Table 10.6	Seascape Character Assessment for the North-east Inshore	Marine Character Area 22: Tyne, Tees and Wear Estuaries and Coastal Waters is proposed to be scoped out given the small scale of the proposed development relative to the large seascape character area and extensively developed coast. The Inspectorate agrees with the rationale for scoping this receptor out.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		and Offshore marine plan areas	
3.6.4	Table 10.6	Site specific character	Due to the nature of the former industrial site sat within a wider existing and operational industrial area, impacts on site specific character are proposed to be scoped out. The Inspectorate agrees with the rationale for scoping this receptor out.
3.6.5	Table 10.6	Decommissioning	The decommissioning phase is proposed to be scoped out on the basis that the effects on landscape and visual receptors would be the same as and not greater than during the construction phase. The Inspectorate agrees to scope out the impacts of this phase on landscape and visual receptors.
3.6.6	10.5.7 Table 10.6	North York Moors National Park	It is proposed to scope out landscape character and visual receptors at the North York Moors National Park owing to the intervening distance and topography, and the industrial context of the Tees Valley. The Inspectorate agrees that significant effects are not likely and this receptor can be scoped out.
3.6.7	Paragraph 10.11.3	Residential amenity survey	The scoping report states that a residential amenity survey is not proposed because it is not anticipated that any individual residential properties will experience overbearing visual consequences as a result of the proposed development. The Inspectorate agrees given the context of the site, this is not necessary.
3.6.8	Paragraph 10.11.11	Impacts to visual amenity resulting from lighting at night	Impacts to visual amenity at night resulting from the introduction of lighting during construction, operation and decommissioning has been proposed to be scoped out given the industrial context and existing high levels of lighting within the area. The Inspectorate agrees with the rationale for scoping this out.

ID	Ref	Description	Inspectorate's comments
3.6.9	Paragraph 10.5.24	Photomontages	The Scoping Report states that photomontages will be provided from a selection of viewpoints to illustrate the likely extent and nature of changes in baseline views. The applicant should ensure that an adequate number of photomontages are included within the assessment to ensure that the maximum visual envelope is able to be fully understood. The Inspectorate acknowledges the applicant's intention to agree viewpoint locations with local planning authorities. Evidence of any agreement reached over viewpoint locations and visualisation selection should be provided as part of the application documentation.

3.7 Cultural heritage

(Scoping Report Section 11)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.7.1	Table 11.2	Buried heritage assets within the site (all phases)	The scoping report anticipates that buried assets would be limited to remains of geoarchaeological or paleoenvironmental interest within tidal flat and peat deposits due to the historic development of the site, and that the CEMP will include measures to mitigate any impacts, therefore no significant effects are likely. The Inspectorate agrees that given the previous development of the site, significant effects are not likely and this matter can be scoped out.
3.7.2	Table 11.2	Designated and non-designated heritage assets outside of the site (all phases)	Impacts on the setting of heritage assets are proposed to be scoped out on the basis of the intervening distance and existing industrial character of the site. The Inspectorate notes the consultation response of Redcar and Cleveland Borough Council highlighting the potential views to the site from Eston Nab scheduled monument. The Inspectorate also notes the consultation response of Historic England highlighting the landmark presence and setting of the grade II* Middlesbrough Transporter Bridge. The Inspectorate notes that views from Eston Nab will be considered in the visual impact assessment (Chapter 10) and considers this assessment should reference its value as a heritage receptor. The Inspectorate considers that owing to the existing industrial character of the site (and the industrial nature of the setting of the Transporter Bridge) significant effects are not likely and impacts on the setting of heritage assets can be scoped out of the ES.

3.8 Greenhouse gases

(Scoping Report Section 12)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.8.1	Table 12.4	Replacement and refurbishment	This matter is proposed to be scoped out on the basis that significant replacement or refurbishment is not expected within the 30-year design life. The Inspectorate is content to scope this matter out on this basis.

ID	Ref	Description	Inspectorate's comments
3.8.2	Table 12.3 (B6)	Operational energy use	Table 12.3 states that emission sources will include negative emissions from the use of SAF displacing hydrocarbons in the aviation fuel sector. The context of the aviation fuel sector should be clearly established, and any argument that the production of SAF would be displacing hydrocarbon-based fuel (as opposed to enabling a growth in the aviation sector) should be evidenced.
3.8.3	Table 12.3 (D)	Transportation of captured CO2	Table 12.3 notes that the potential emissions sources include emissions associated with the transportation of the captured CO_2 off-site to its end use (storage). CO_2 collection, compression and export does not form part of the application (paragraph 2.2.5) – this discrepancy should be clarified.
3.8.4	Table 12.3 (D)	Combustion of biofuels	Table 12.3 states that emissions from the end use (combustion) of SAF biofuels are considered zero because the CO_2 released during combustion is offset by the CO_2 absorbed during the growth of the sustainably sourced biomass feedstock, quoting Renewable Transport Fuel Obligations, Renewable Energy Directive (RED II), and SAF Mandate methodologies. The ES should explain the mechanisms which underpin this assumption and how the sustainability of the biofuel feedstock is secured.

3.9 Climate change resilience

(Scoping Report Section 13)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.9.1	Paragraph 13.7.2	Cumulative assessment	A cumulative assessment is proposed to be scoped out as it is not expected that there will be any cumulative impacts on the proposed development with regards to climate change resilience (CCR) (which considers risks to the proposed development itself). The Inspectorate recognises that global emissions and the subsequent impacts of climate change are influenced by activities worldwide, meaning that changes in climate impacts cannot be attributed to location-specific emissions or emissions reductions. The Inspectorate also considers that any neighbouring schemes would achieve policy compliance with regards to facets of climate resilience as appropriate (such as flood risk modelling accounting for climate change projections) therefore it is agreed that cumulative effects can be scoped out of the CCR assessment.
3.9.2	Table 13.5	Construction phase impacts	The scoping report seeks to scope out construction phase impacts (extending no later than 2035) on the basis that climate change is not expected to be so significant within the construction programme timescales as to require additional mitigation beyond current good practice. The Inspectorate agrees with this rationale and welcomes the commitment to assess the construction phase for a scenario whereby the construction period extends beyond 2035.

ID	Ref	Description	Inspectorate's comments
3.9.3	Paragraph 13.3.4	Development lifespan	The Scoping Report proposes an anticipated lifespan of a minimum of 30 years for the purposes of the CCR assessment. Given the that the operational lifespan of installations is often extended beyond the intended lifespan at the time of construction, the applicant

ID	Ref	Description	Inspectorate's comments
			should consider whether a more realistic lifespan should be considered and assessed (to 50 or 75 years in the context of CCR).
3.9.4	Table 13.31	Sea level rise projections	It is unclear what climate change uplifts are being proposed to be assessed. The ES (and FRA) must state the proposed climate change allowance and epoch to be used to assess flood risk. Agreement should be reached with the EA and this should be evidenced in the ES.
3.9.5	Table 13.5	Coastal squeeze, shoreline management and erosion	The assessment of sea level rise and storm surge effects should have regard for the potential for coastal erosion and coastal squeeze to impact the proposed development.
3.9.6	Paragraph 13.10.1	Nature-based solutions	The design of mitigation and enhancement measures should consider nature-based solutions to climate resilience (such as providing green infrastructure on-site).

3.10 Materials and waste

(Scoping Report Section 14)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.10.1	Paragraph 14.7.3	Feedstock	Consumption of material resources associated with the proposed development during operation is proposed to be scoped in, however the feedstock (biomass) is proposed to be scoped out on the basis that it will be sustainably sourced and therefore will not impact on the depletion of material resources. The ES must include a description of the nature and quantity of the materials (including feedstock) to be used in the production of SAF. The Inspectorate recognises that the biomass will be sustainably sourced, however information is requested to be provided on the availability of certified sustainable biomass to put the demands of the proposed development in context.
3.10.2	Table 14.11	Dredge spoil	Table 14.11 proposes to scope in the disposal and recovery of waste associated with the construction of the proposed development, but makes no mention of the dredge spoil and disposal of the arisings associated with the construction of the marine works. The Inspectorate notes that material dredged during quay construction and operation will be disposed of at sea within licensed disposal sites offshore in the UK Economic Exclusive Zone (paragraph 8.10.1). This should also be assessed within the ES, including the potential for dredged material to contain levels of contamination restricting disposal in the marine environment, where relevant.
3.10.3	Table 14.11	Disposal and recovery of waste during operation	The applicant proposes to prepare an outline waste management plan as part of the ES, to manage waste in accordance with the waste hierarchy and maximise diversion from landfill where possible (in lieu of scoping in operational waste). The ES must include an estimate by type and quantity of waste produced during the operation phase. Table 14.11 refers to ash and slag as examples of waste arisings but

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			makes no mention of the dredge spoil from the maintenance of the dredge pocket. Deposition of dredge spoil should be assessed within the ES, including the potential for dredged material to contain levels of contamination restricting disposal in the marine environment, where relevant. The Inspectorate agrees that other waste streams (ash and slag) can be managed through an outline waste management plan and a detailed assessment is not required.
3.10.4	Table 14.11	Consumption of material resources during decommissioning	Material resources are not anticipated to be required for decommissioning the works and therefore the effects associated with material resource consumption are considered to be minimal and not significant. The Inspectorate agrees this matter can be scoped out.
3.10.5	Table 14.11	Disposal and recovery of waste during decommissioning	This matter is proposed to be scoped out on the basis that it is not practicable to reliably predict the scale and nature of waste infrastructure and management processes that will be available so far into the future, however the applicant commits to assessing and managing decommissioning waste in the decommissioning plan in accordance with best practice at the time. The Inspectorate agrees this matter can be scoped out providing the commitment to producing a Decommissioning Environmental Management Plan (DEMP) is secured within the dDCO. The ES should however include an estimate of waste produced by the proposed development in the decommissioning phase.
3.10.6	Table 14.11	Impacts and effects associated with the extraction of raw resources and the manufacture of products	The impacts of extraction and manufacture of materials are proposed to be scoped out on the basis that they cannot be assured with any accuracy and are subject to separate environmental consent and permitting processes. The Inspectorate agrees with the justification for scoping this matter out.
3.10.7	Table 14.11	Impacts and effects resulting from the	This matter is proposed to be scoped out of this chapter on the grounds that the impacts are considered elsewhere in the ES as appropriate (Chapter 5: Air Quality, Chapter 6:

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		transportation of material resources and waste to and from the site	Noise and Vibration, Chapter 12: Greenhouse Gases, and Chapter 18: Traffic and Movement). The Inspectorate is content to scope transportation out of this chapter.
3.10.8	Paragraph 14.8.5	Safeguarded mineral resources	The scoping report discounts mineral resources from further assessment as it is considered that they are already sterilised both within the main site and the wider area by the existing surrounding industries. The Inspectorate agrees to scope this out on this basis.
3.10.9	Paragraph 14.9.3	Methodology – materials assessment	The scoping report proposes not to include a lifecycle assessment (including embodied carbon and water) of materials on the basis that it would not be proportionate to the assessment of significance of effects. The Inspectorate agrees with this approach (noting that embodied carbon is assessed in Chapter 12: Greenhouse Gases).

ID	Ref	Description	Inspectorate's comments
3.10.10	N/A	N/A	N/A

3.11 Socioeconomics

(Scoping Report Section 15)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.11.1	Table 15.6	Employment generation (direct, indirect, and induced) during operation	Given the nature of the proposed development, the generation of new operational jobs in the local and regional areas is not likely to be of a scale that would have a significant effect in the context of the overall employment markets, and this matter has been proposed to be scoped out. The Inspectorate agrees with the justification for scoping this matter out.
3.11.2	Table 15.6	Gross Value Added (GVA) generation (direct, indirect, and induced) during operation	Given the nature of the proposed development, the operation of the proposed development is not anticipated to generate direct, indirect and induced GVA opportunities that would be likely to give rise to a significant effect, and this matter has been proposed to be scoped out on this basis. The Inspectorate agrees with the justification for scoping this matter out.
3.11.3	Table 15.6	Increased demand for community infrastructure and services due to an influx of temporary construction workers	The applicant proposes to scope out this matter on the basis that most contractors are likely to reside in the local area and are not anticipated to give rise to a significant increase in demand for community infrastructure and local services. Further, it argues that from previous experience, specialist contractors that would temporarily move to the area are unlikely to relocate their families and would pose little to no additional requirement for education and wider community services. The Inspectorate agrees that the influx of temporary workers for the construction phase is unlikely to have significant effects on community infrastructure. This matter can therefore be scoped out of further assessment.
3.11.4	Table 15.6	Employment generation during decommissioning	Decommissioning has been proposed to be scoped out owing to the nature of the decommissioning works, the length of the decommissioning period (15 – 18 months),

			and the limited information available to accurately predict the employment generation. The Inspectorate agrees with the basis for scoping this out.
3.11.5	Table 15.6	GVA generation during decommissioning	GVA generation at decommissioning has been proposed to be scoped out for the same reasons as employment generation (above). As above, the Inspectorate agrees with the basis for scoping this out.
3.11.6	Table 15.6	Loss of employment opportunities during decommissioning	The applicant seeks to scope out the loss of employment opportunities arising from decommissioning, owing to the limited information available at the time of writing on the extent of employment opportunities that would be lost versus redeployed by the applicant. The applicant notes that this would be assessed and managed in the decommissioning plan, however. The Inspectorate agrees that given the scale of employment and the intention to retain some staff, the loss of jobs associated with the decommissioning of the proposed development is not likely to be significant. This matter can be scoped out of further assessment in the ES.
3.11.7	Paragraph 15.6.1	Crime and safety – all phases	The scoping report states that crime and safety data has been scoped out under the assumption that the proposed development is located within a private industrial estate and has adequate security and safety measures. On this basis, the Inspectorate is content to scope this matter out of the ES.

ID	Ref	Description	Inspectorate's comments
3.11.8	N/A	N/A	N/A

3.12 Population and human health

(Scoping Report Section 16)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.12.1	Table 16.6	Private property and housing (construction and operation)	This matter is proposed to be scoped out due to the limited number of private properties and housing located within the study area, the contained nature of the construction works, and the industrial context of the site. The Inspectorate agrees with this justification and this matter can therefore be scoped out.
3.12.2	Table 16.6	Community land and assets (construction and operation)	The scoping report proposes to scope out impacts on community land and assets as there are limited receptors within the study area and access to facilities is likely to be maintained throughout construction and operation. The Inspectorate notes that paragraph 16.4.4 confirms that there are no community assets within 250m and the nearest asset is Teesmouth National Nature Reserve (600m north). On this basis the Inspectorate agrees this matter can be scoped out.
3.12.3	Table 16.6	Walkers, cyclists, and horseriders (WCH) (construction and operation)	This matter is proposed to be scoped out on the basis that there are no PRoW within the boundaries of the main site, and the King Charles III England Coast Path crosses the proposed development 300m to the west of the main site. The scoping report does not provide sufficient information regarding the likely effects to the King Charles III England Coast Path and the Teesdale Way (or any proposed mitigation) to scope this matter out entirely. However, in the interests of proportionality, the Inspectorate considers impacts to WCH should be assessed in Chapter 18: Traffic and movement and can be scoped out of Chapter 16: Population and human health.
3.12.4	Table 16.6	Terrestrial businesses	The scoping report argues that access to businesses is likely to be maintained during construction and operation and therefore no significant effects are likely to occur. On this basis the Inspectorate agrees this matter can be scoped out.

		(construction and operation)	
3.12.5	Table 16.6	Businesses that rely upon access to the River Tees (construction and operation)	The scoping report proposes to scope this matter out as effects due to the introduction of a new source of vessel traffic on businesses that rely on the River Tees will be covered within Chapter 20: Marine Navigation (access within the navigation channel), through the assessment of impacts on wider port operations. On this basis the Inspectorate agrees to scope this matter out.
3.12.6	Table 16.6	Terrestrial recreation (construction and operation)	The scoping report considers that due to the proposed development being located within a heavily industrialised area, the construction works and operation would not significantly decrease the enjoyment of recreational activities in the area. Due to the existing industrial context of the site, the Inspectorate agrees to scope this matter out.
3.12.7	Table 16.6	Recreational users of the River Tees (construction and operation)	The scoping report considers that due to the proposed development being located within a heavily industrialised area with high volume shipping lanes, the construction works and operation would not significantly decrease the enjoyment of recreational activities in the area. The Inspectorate agrees with the basis for scoping this matter out.
3.12.8	Table 16.6	Health behaviours (construction and operation)	This matter is proposed to be scoped out on the basis that the proposed development would not have any impact on diet, opportunities for risk taking behaviours, or levels of physical activity. Due to the nature and location of the development the Inspectorate agrees to scope this matter out.
3.12.9	Table 16.6	Social environment (construction and operation)	This matter is proposed to be scoped out on the basis that the proposed development would not have any impact on any leisure, cultural or social resources, including housing and transport. Due to the nature and location of the development the Inspectorate agrees to scope this matter out.
3.12.10	Table 16.6	Economic environment (construction and operation)	This matter is proposed to be scoped out on the grounds that the effects of the proposed development on employment and training opportunities for local people (including the potential wellbeing effects associated with increased levels of employment and income) will be assessed in Chapter 15 – Socioeconomics. The Inspectorate notes that employment generation in the operation phase has been proposed to be scoped out in

			Chapter 15. Nevertheless, the Inspectorate agrees that the effects on the economic environment can be scoped out here, and employment generation in the construction phase be assessed in Chapter 15 – Socioeconomics.
3.12.11	Table 16.6	Biophysical environment (construction and operation)	This is proposed to be scoped out as the location of the site in an existing industrial area means that there will be very little exposure of the population to noise, air emissions and other environmental effects. Furthermore, human health effects detailed in Chapter 5: Air Quality, Chapter 6: Noise and Vibration, Chapter 15: Socioeconomics and Chapter 18: Traffic and Movement will be assessed within those topic's respective ES chapters, and mitigation considered where relevant and appropriate. The Inspectorate agrees this matter can be scoped out here and covered in the above chapters.
3.12.12	Table 16.6	Institutional and built environment (construction and operation)	Due to the industrial nature of the site and distance from residential neighbourhoods, the scoping report states that the proposed development is not likely to impact on health and social care services, schools or other community infrastructure. The Inspectorate agrees, due to the nature and location of the development, this matter can be scoped out.

3.13 Geology and soils

(Scoping Report Section 17)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.13.1	Table 17.4	Connection corridors (construction and operation)	The scoping report proposes to scope out the connection corridors from the assessments of: contaminated soil as a detriment to human health; contamination to controlled waters; and accumulation of hazardous ground gas; on the basis that the works would be within a narrow zone and standard environmental management and engineering methods would be employed during construction to manage any potential risks. Paragraph 17.9.4 recognises the potential for releases during operation from site infrastructure including pipelines. The Inspectorate considers information on the connection corridors should be included in the ES, including identification and evaluation of impacts, and environmental management and engineering methods set out and secured.
3.13.2	Table 17.4	Built Environment – detriment of pipes and cables from aggressive ground contaminants over time (construction)	Impacts to structures/ pipes is proposed to be scoped out of the construction phase as the period would not allow sufficient time for contaminants to have an effect. The Inspectorate agrees with this rationale and therefore this matter can be scoped out for the construction phase.
3.13.3	Table 17.4	Built Environment – detriment of pipes and cables from aggressive ground contaminants over time (operation)	The scoping report indicates that there is the potential for aggressive ground conditions to affect structures in the operation phase, and that this will be assessed during future intrusive works and mitigated through implementation of good design. Given the historic use of the site, and in the absence of further information including the specific measures relied upon the Inspectorate does not agree to scope this matter out at this stage. Accordingly, the ES should include an assessment of this risk during operation.

3.13.4	Table 17.4	Agricultural soils (construction and operation)	Agricultural soils are proposed to be scoped out as the main site is classified as 'urban'. The Inspectorate agrees due to the location of the proposed development this receptor can be scoped out.
3.13.5	Table 17.4	Mineral resources (construction and operation)	Mineral resources are proposed to be scoped out as it is considered that the existing development and surrounding industries have already sterilised the site. Extraction of minerals at depth (deep reserves of gypsum and salt) would not be prevented if accessed from a different location. The Inspectorate agrees on this basis that impacts to mineral resources can be scoped out.
3.13.6	N/A	Decommissioning	This chapter of the scoping report does not mention the decommissioning phase. The ES should consider the potential for likely significant effects during decommissioning of the proposed development on the geology, soils, hydrogeology and contaminated land across site. See ID 2.1.10 in this regard.

ID	Ref	Description	Inspectorate's comments
3.13.7	Paragraph 17.9	Piling risk	There is the potential for impacts to groundwater from intrusive investigation works, including piling. A piling risk assessment should be undertaken to ensure that piling activities do not pose a risk to shallow or deep groundwater and mitigation put in place to mitigate pollution risks.

3.14 Traffic and movement

(Scoping Report Section 18)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.14.1	Table 18.6 and paragraphs 2.2.6, 2.3.4 and 18.7.7	Proposed development generated traffic - operation	The Scoping Report proposes to scope out Site operation works on the basis that changes to traffic flows are not expected to change by more than 10% when compared to the site's existing use and states this is line with IEMA Guidelines. Paragraph 18.7.7 explains that the primary feedstock is anticipated to delivered to site by ship however paragraph 2.2.6 notes that a proportion of the waste wood may be imported to the site by road using heavy goods vehicles (HGV). Paragraph 18.7.7 states that ship or rail will be the primary modes of transport used for exporting SAF and renewable naphtha, but expects there will be approximately 10 HGVs per day to export these outputs. Furthermore, this paragraph states that combustion ash, an operational waste, is intended to be exported by road. The Inspectorate notes that paragraph 2.3.4 states that approximately 10 road tankers per week will be required to remove small volumes of products or waste streams and this estimate is inconsistent with paragraph 18.7.7. The volume of feedstock for both the SAF production and for the CHP facility are not specified in the Scoping Report and so the quantity and type of vehicle movements required to transport feedstock per annum is not provided. Therefore, the potential for significant effects to occur is not fully understood. Furthermore, although it is the applicant's intention for feedstock to be transported via ship and rail, it is unclear on what mechanism will be in place to ensure that these modes of transport are utilised over road movements. Therefore, the Inspectorate does not agree to scope this matter out at this stage. Accordingly, the ES should include an assessment of these matters, or the information referred to demonstrating agreement with the relevant consultation bodies and the absence of a likely significant effect.

3.14.2	Table 18.6 and paragraph 18.7.9	Development generated traffic - decommissioning	The Scoping Opinion proposes to scope out decommissioning phase effects on the basis that these would be similar to or less than the construction phase. As noted in paragraph 18.7.9 decommissioning works are uncertain at this stage. Furthermore, since the construction phase is scoped in on the basis that significant effects could occur, there is potential for significant effects to occur within the decommissioning phase. See ID 2.1.10.
3.14.3	Table 18.9	Operational and decommissioning traffic assessment	The Scoping Report provides limited justification to scoping these matters out and the acknowledges that this approach has not been agreed with consultees (paragraph 18.11.1). As such, the Inspectorate is not in a position to scope these matters out at this stage. The ES should cross refer to the Traffic Assessment.

ID	Ref	Description	Inspectorate's comments
3.14.4	Paragraphs 18.3.1 to 18.3.3	Study area	The Scoping Report states that the Study Area will be based upon the anticipated 'worst case' scenario reflecting the peak construction activity. The study areas should include the affected road network where there is the potential for significant effects for all phases of the proposed development. The ES should include a figure showing the study area for the assessment. This should be justified and explained in the ES and agreed with relevant consultees.
3.14.5	Paragraph 2.2.6	Rail movements	It is stated that the applicant intends for the feedstock to be delivered by rail. The ES should provide numbers of rail movements associated with the operational of the proposed development and demonstrate that there is capacity on the rail network to accommodate the additional flows. Agreements and consents/easements may be required.
3.14.6	Paragraph 2.2.7	Trip estimates	The Scoping Report states that the sustainability criteria specified in the SAF Mandate Eligibility Criteria require the feedstock must be considered a "waste or residue".

			The ES should differentiate between incoming trips generated for feedstock and outgoing trips generated for waste streams and this should consistently be reported throughout the description of the proposed development and aspect assessments.
3.14.7	Paragraph 18.6.1	Mitigation measures	The Scoping Report provides a list of four speculative mitigation measures. The ES should specify whether mitigation measures are embedded or 'additional'/'secondary' and these should be secured in the DCO where relevant. Effort should be made to agree any mitigation measures with relevant consultation bodies.
3.14.8	Paragraph 18.7.4	Movement of workers	The Scoping Report estimates that 2000 construction staff will be required during the peak of construction phase. The ES should ensure that this is factored into the construction traffic assessment.
3.14.9	Sections 18.4 and 18.4	Public Rights of Way and cycle network	The Scoping Report indicates that no surveys have been undertaken to date to inform the baseline use of the PRoW and cycle network that are adjacent to the proposed development. The ES should appropriately characterise the baseline use of the affected PRoW and cycle networks and identify any diversions and/or closures to these networks during construction/decommissioning. The locations diversions or closures should also be illustrated on suitable figures in the ES. The applicant should consider the potential for the proposed development to enhance the quality of the PRoW and cycle network, with particular reference to promoted routes.
3.14.10	Paragraph 18.4.15	Future baseline	The assessment proposes to use the Trip End Model Program (TEMPro) to predict the level of background traffic growth at the peak year of construction. The ES should also assess the operational traffic against background traffic flows for the peak year of operation of the proposed development.
3.14.11	Paragraph 18.4.2	Strava 'heat maps'	The Scoping Report identifies the use of Strava 'heat maps' to inform accident data. The ES should justify why the use of such maps is a robust data source for establishing accident data baseline conditions, particularly considering there is potential for routes to be used by non-motorised users who may not use the Strava application. Therefore, these maps are unlikely to represent a worst-case scenario. Furthermore, these maps do not provide quantitative data of route usage.

3.15 Major accidents and disasters

(Scoping Report Section 19)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.15.1	Paragraphs 19.8.1 to 19.8.3	Low consequence events (regardless of likelihood) High likelihood and high consequence events	Low consequences events are proposed to be scoped out as these are unlikely to result in significant adverse effects because they do not fall into the definition of a major accidents and/or disasters risk. High likelihood and high consequence events are also proposed to be scoped out as it is assumed that existing legislation and regulatory controls would not permit the proposed development to be progressed under these circumstances. In line with the IEMA guidance (IEMA: Major Accidents and Disasters in EIA: A Primer 2020, Available at: https://www.iema.net/content/major-accidents-and-disasters-in-eia-an-iema-primer-october-2020/), the Inspectorate agrees including such events would not be proportionate to the assessment. The relevant legislation/ regulatory controls should however be confirmed and referenced.
3.15.2	Paragraph 19.8.5	Occupational health and safety	The applicant proposes to scope out occupational health and safety. The Inspectorate agrees EIA of major accidents is not intended to replace or duplicate health and safety regulations that are in place to manage risks, and this matter can therefore be scoped out of the ES.

3.16 Marine navigation

(Scoping Report Section 20)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.16.1	Paragraph 20.6.13	Decommissioning	The Scoping Report proposes to scope out an assessment of decommissioning on the basis that the proposed development would operate for at least 30 years after commissioning. Therefore, the applicant considered it is not appropriate to outline decommissioning operations due to the extent of unknown factors related to the future marine baseline and technical requirements for decommissioning. Furthermore, a decommissioning plan is proposed to be prepared at the point of decommissioning. The Inspectorate is content with this approach but would expect an outline Decommissioning Plan, which describes any measures likely to be in place during decommissioning which would reduce the impact of the proposed development on marine navigation to be provided as part of the application documents.
3.16.2	Table 20.4	Risks associated with export of finished product – operational phase	The Scoping Report proposes to scope this matter out during operational phase on the basis that the export operations are anticipated to use existing infrastructure and agreements, with no material change to the vessel traffic and marine navigation expected in the area. Paragraph 20.6.11 states that the use of existing infrastructure and agreements and the number of vessel movements in relation to export vessel navigation during the operational phase are yet to be confirmed. Paragraph 20.9.1 states that Statutory Harbour Authority agreement would be sought on the scope of the assessment. On the basis of the information provided the Inspectorate does not agree to scope this matter out at this stage. The ES should assess the risks associated with export of finished product during operational phase or evidence should be provided to demonstrate that the relevant statutory consultees agreed to scope this matter out in the ES.

ID	Ref	Description	Inspectorate's comments
3.16.3	N/A	N/A	N/A

3.17 Cumulative effects

(Scoping Report Section 21)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.17.1	N/A	N/A	No matters have been proposed to be scoped out of the assessment.

ID	Ref	Description	Inspectorate's comments
3.17.2	Paragraphs 21.3.13 and 21.3.15	Consultation	Paragraph 21.3.13 states that the 'long-list' of cumulative schemes will be sent to the relevant planning authorities for comment and agreement. There is no indication that the 'short-list' will be sent to the relevant authorities. The Inspectorate recommends that the short-list is agreed with the relevant LPAs. Any omissions or inclusions should be clearly justified and explained with reference to PINS Advice Note 17: Cumulative effects assessment. Evidence of any consultation and/or agreement should be provided as part of the application documents.
3.17.3	N/A	Locations of the long and short list of projects	The ES should include information on the locations of the developments included in the cumulative effects assessment and the distance from the proposed development. This should be supported by a figure depicting the locations and extent of cumulative developments in relation to the proposed development.

APPENDIX 1: CONSULTATION BODIES FORMALLY CONSULTED

TABLE A1: PRESCRIBED CONSULTATION BODIES

Bodies prescribed in schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the 'APFP Regulations (as amended)')

SCHEDULE 1 DESCRIPTION	ORGANISATION
The Secretary of State for Defence	Ministry of Defence
The relevant parish council(s) or, where the application relates to land [in] Wales or Scotland, the relevant community council	Wynyard Parish Council
	Billingham Town Council
	Wolviston Parish Council
	Saltburn, Marske & New Marske Parish Council
	Guisborough Town Council
	Grindon and Thorpe Thewles Parish Council
	Nunthorpe Parish Council
	Greatham Parish Council
The Environment Agency	Environment Agency
Natural England	Natural England
The Forestry Commission	Forestry Commission
The Historic Buildings and Monuments Commission for England (known as Historic England)	Historic England
The Maritime and Coastguard Agency	Maritime & Coastguard Agency
The Maritime and Coastguard Agency - Regional Office	The Maritime and Coastguard Agency - North East England

SCHEDULE 1 DESCRIPTION	ORGANISATION
The Canal and River Trust	The Canal and River Trust
Trinity House	Trinity House
The relevant Highways Authority	Stockton-on-Tees Borough Council Highways Department
	Redcar and Cleveland Borough Council Highways Department
	Middlesbrough Council Highways Department
	National Highways
The Civil Aviation Authority	Civil Aviation Authority
The Health and Safety Executive	Health and Safety Executive
United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	United Kingdom Health Security Agency
NHS England	NHS England
The Crown Estate Commissioners	The Crown Estate
The relevant police authority	Police and Crime Commissioner for Cleveland
The relevant ambulance service	North East Ambulance Service NHS Foundation Trust
The relevant fire and rescue authority	Cleveland Fire Brigade

TABLE A2: RELEVANT STATUTORY UNDERTAKERS

'Statutory undertaker' is defined in The APFP Regulations (as amended) as having the same meaning as in section 127 of the Planning Act 2008 (PA2008)

STATUTORY UNDERTAKER	ORGANISATION
The relevant Integrated Care Board	NHS North East and North Cumbria Integrated Care Board
NHS England	NHS England
Special Health Authorities	NHS Resolution
The relevant NHS Foundation Trust	North East Ambulance Service NHS Foundation Trust
Railways	Network Rail Infrastructure Ltd
	National Highways Historical Railways Estate
Canal Or Inland Navigation Authorities	The Canal and River Trust
Dock and Harbour authority	PD Ports Limited
Civil Aviation Authority	Civil Aviation Authority
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000)	NATS En-Route Safeguarding
Universal Service Provider	Royal Mail Group
Homes and Communities Agency	Homes England
The relevant Environment Agency	Environment Agency
The relevant water and sewage undertaker	Northumbrian Water
The relevant public gas transporter	Cadent Gas Limited
	Northern Gas Networks Limited
	Scotland Gas Networks Plc

STATUTORY UNDERTAKER	ORGANISATION
	Southern Gas Networks Plc
	CNG Services Ltd
	Energy Assets Pipelines Limited
	ES Pipelines Ltd
	Fulcrum Pipelines Limited
	GTC Pipelines Limited
	Harlaxton Gas Networks Limited
	Independent Pipelines Limited
	Indigo Pipelines Limited
	Inovyn Enterprises Ltd
	Last Mile Gas Ltd
	Leep Gas Networks Limited
	Mua Gas Limited
	Quadrant Pipelines Limited
	Stark Infra-Gas Limited
	National Gas
The relevant electricity generator with CPO Powers	MGT Teesside Limited
	Net Zero Teeside Power Ltd.
	Statera Energy Limited
	Sembcorp (Wilton Bess) Limited
	EDF Hartlepool power station
The relevant electricity distributor with CPO Powers	Northern Powergrid (Northeast) Limited
	Northern Powergrid (Yorkshire) plc
	Advanced Electricity Networks Ltd

STATUTORY UNDERTAKER	ORGANISATION
	Aidien Ltd
	Aurora Utilities Ltd
	Eclipse Power Network Limited
	Energy Assets Networks Limited
	ESP Electricity Limited
	Fulcrum Electricity Assets Limited
	Green Generation Energy Networks Cymru Ltd
	Harlaxton Energy Networks Limited
	Independent Distribution Connection Specialists Ltd
	Independent Power Networks Limited
	Indigo Power Limited
	Last Mile Electricity Ltd
	Leep Electricity Networks Limited
	Mua Electricity Limited
	Optimal Power Networks Limited
	Stark Infra-Electricity Ltd
	The Electricity Network Company Limited
	UK Power Distribution Limited
	Utility Assets Limited
	Vattenfall Networks Limited
The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc
	National Energy System Operator (NESO)

TABLE A3: LOCAL AUTHORITIES AS DEFINED IN SECTION 43(3) OF THE PA2008

LOCAL AUTHORITY
North York Moors National Park
Stockton-on-Tees Borough Council
North Yorkshire Council
Durham County Council
Darlington Borough Council
Hartlepool Borough Council
Middlesbrough Council
Redcar and Cleveland Borough Council

TABLE A4: THE MARINE MANAGEMENT ORGANISATION

Section 42(1)(a) of the PA2008 requires consultation with 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 42(2).

ORGANISATION
The Marine Management Organisation

TABLE A5: NON-PRESCRIBED CONSULTATION BODIES

ORGANISATION
Tees Valley Combined Authority
South Tees Development Corporation
Hartlepool Development Corporation
Middlesbrough Development Corporation
Royal National Lifeboat Institution

APPENDIX 2: RESPONDENTS TO CONSULTATION AND COPIES OF REPLIES

CONSULTATION BODIES WHO REPLIED BY THE STATUTORY DEADLINE:
Durham County Council
Environment Agency
Forestry Commission
Fulcrum Pipelines Limited
Guisborough Town Council
Hartlepool Borough Council
Historic England
Maritime and Coastguard Agency
Middlesbrough Council
Ministry of Defence
National Gas Transmission Plc
National Grid Electricity Transmission Plc
NATS En-Route Safeguarding
Natural England
Northern Gas Networks Limited
PD Ports Limited
Redcar and Cleveland Borough Council
Royal Mail Group
The Canal and River Trust
Trinity House
United Kingdom Health Security Agency

Contact: Claire Teasdale
Direct Tel: [redacted]
email: [redacted]@durham.gov.uk
Your ref:
Our ref: AACON/25/02087

Planning Inspectorate
Lighthouse Green Fuels Project

30 October 2025

Dear Sir/Madam

Town and Country Planning Act 1990 (as amended)

Proposed	Scoping Opinion Consultation from Planning Inspectorate under Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Regulations 10 and 11) in respect of an application by LGF Projects Limited for an Order granting Development Consent for the Lighthouse Green Fuels Project (also see AACON/23/01922)
At	Lighthouse Green Fuels Project
For	Planning Inspectorate

Thank you for your letter dated 2 October 2025 regarding the above.

It is expected that the information required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 is included in any Environmental Statement submitted and regard is had to comments received from relevant consultation bodies.

Although the proposal is not within County Durham, Officers have the following comments to make regarding the Scoping Request.

General
For each Environmental Statement (ES) topic, the Environmental Scoping Report amongst other matters defines study areas. On the basis that the site and the majority of the study areas for the ES topics lie outside of County Durham. However, the Environmental Scoping Report does recognise that there would be a need to consider impacts on the Durham Coast SAC and SSSI which is located approximately 13.45km north west of the proposed site.

In terms of minerals and waste, it is noted that the expansive study area for material and waste is the entirety of the North East England and that the ES will consider the availability of materials as well as the capacity of waste management infrastructure including landfill. It is noted that paragraph 14.7.7 states that a quantitative assessment of certain matters will be undertaken. This is welcomed, particularly given the uncertain material assets

requirements required for the proposed developments construction and the waste that could also be generated through construction and operational phases.

The scope and detail presented in the Environmental Scoping Report will be of more importance to Stockton-on-Tees and Redcar & Cleveland Councils. However, in overall terms the scope of the proposed Environmental Statement appears to represent a suitable basis to proceed.

Ecology
The scope of Terrestrial Ecology (section 7) is acceptable, no direct impacts are expected in County Durham and the information provided covers indirect impacts that may affect statutory designated sites in County Durham.

Air Quality
The proposal would see the construction and operation of a facility to convert waste biomass to sustainable aviation fuel with an onsite generating station with a capacity to generate up to 200MW at Port Clearance on the north bank of the river Tees. This is in the borough of Stockton-on-Tees and the nearest part of Durham County Council (DCC) is approximately 10km from the proposed facility.

The proposed development site and associated red line boundaries are large. The emission stacks may be up to 150m high and at this stage their exact position within the site has not been determined. It is possible, but unlikely, that emissions sources could be closer to County Durham than 10km.

The application follows on from a previous request for opinion on the scope of the EIA in 2023. These latest proposals have increased the size of the proposed furnace associated with the proposals from 150MW to up to 200MW but the implications of this change for County Durham are not thought to be significant.

Having reviewed chapter 5 of the Environmental Scoping Report on Air Quality, Officers have no concerns with the approach to monitoring and assessing potential air quality impacts in the EIA which is set out in the report as it relates to County Durham. The proposed development is at a distance to County Durham where the potential impacts are not thought to be significant and emissions from the process would be regulated under a permit enforced by the Environment Agency.

Paragraph 5.8.9 of the of the report states that receptor predictions would be monitored through the use of a grid extending out to up to 10km from the proposed development to determine the maximum extent of changes in the concentration of air pollutants. At this distance (10km) it would still be expected that point source emissions from stacks at the proposed development would not be being assessed within County Durham's boundary. However, it would be helpful to see the future results of this modelling in the EIA to determine whether if, as predicted, the impacts are not significant within County Durham.

Please ensure that Durham County Council continues to be consulted on the process, particularly in relation to the proposed dispersion modelling using ADMS, to ensure that relevant receptors in the County are considered if required.

Highways
Given the distance from any roads under the jurisdiction of Durham County Council as Local Highway Authority, the impact on the County Durham network would be negligible.

Yours faithfully

Claire Teasdale

Claire Teasdale
Principal Planning Officer

From: FS, Yorkshire and North East Area <yne@forestrycommission.gov.uk>
Sent: 30 October 2025 16:12
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: Re: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

Hello,

Thanks for consulting the Forestry Commission about this application.

As a Non-Ministerial Government Department, the Forestry Commission provide no opinion supporting or objecting to an application. Rather we provide advice on the potential impact that the proposed development could have on trees and woodland.

Potential Impacts and Relevant Policy

Areas within or close to the proposed site are designated areas of Priority Habitat deciduous woodland. These habitats were recognized under the UK Biodiversity Action Plan as being the most threatened, requiring conservation action and may be of high conservation value. The UK Biodiversity Action Plan has now been superseded but this priority status remains under the Natural Environment & Rural Communities Act 2006. (NERC) Sect 40 "Duty to conserve and enhance biodiversity" and Sect 41 – "List of habitats and species of principle importance in England".

Fragmentation is one of the greatest threats to Priority Habitat deciduous woodland. Loss of habitat connectivity is a particular concern where the woodland could become isolated in its landscape and surrounded by development on several sides.

These woodlands can also suffer loss or deterioration from nearby development through damage to soils, roots and vegetation and changes to drainage and air pollution from an increase in traffic and dust, particularly during the construction phase of a development.

The Environmental Scoping Report states that,

"Existing trees, woodlands and hedgerows which are important to the character and appearance of the local area or are of nature conservation value will be protected wherever possible. Where loss is unavoidable, replacement of appropriate scale and species will be sought on site, where practicable."

Considering the status of these trees and woodlands, their protection should be considered a priority. Where loss is unavoidable, a suitable replacement and compensation strategy on-site should also be considered a priority.

Tree Planting and Woodland Creation

Section 4.3.20 of EN1 – The Overarching National Policy Statement for Energy states:

"*The Government has set 13 legally binding targets for England under the Environment Act 2021, covering the areas of: biodiversity; air quality; water; resource efficiency and waste reduction; tree and woodland cover; and Marine Protected Areas. Meeting the legally binding targets will be a shared endeavour that will require a whole of government approach to delivery. The Secretary of State have regard to the ambitions, goals and targets set out in the Government's Environmental Improvement Plan 2023 for improving the natural environment and heritage. This includes having regard to the achievement of statutory targets set under the Environment Act*."

As stated in the Environmental Improvement Plan 2023, it is a strategic government objective to increase the net area of tree canopy and woodland cover to 16.5% of total land area in England by 2050. It goes on to state that increasing tree cover is key to achieving the Net Zero Strategy and species abundance targets.

Whilst the application states tree planting *may* occur on site, there does not appear to be a commitment to increasing, or even maintaining canopy cover. It is important that woodland creation is not just used as screening at strategic locations but ensures habitat connectivity throughout the landscape.

Habitat connectivity could be improved, and fragmentation avoided across the site through woodland creation and other tree planting, between existing trees and woodland blocks, to link and buffer them.

The species and provenance of all new trees and woodland also needs to be considered to ensure a resilient treescape which can cope with the full implications of a changing climate. This also applies to all woodland areas, including any retained woodlands to be enhanced.

With a changing climate, a wide species selection will be beneficial, mixed woodland is usually of maximum benefit for habitat provision. Use of the Forestry Commission Ecological Site Classification Tool (ESC) can assist with selection of tree species that are ecologically suited to particular sites and includes climate change predictions to allow for future suitability and woodland resilience.

The biosecurity of all planting stock also needs to be considered to avoid the introduction of pests and diseases, particularly in areas where there are woodlands of high conservation value. We would recommend trees are sourced from "Plant Healthy" certified nurseries.

Plans should also be in place to ensure the long-term management and maintenance of new and existing trees and woodland in the landscape.

What is most important to the Forestry Commission in this case is that there will be no loss or detrimental impact as a result of this proposed development on trees or woodland as mentioned above. We hope these comments are helpful to you. We look forward to hearing from you with regards to any future plans for this site. If you have any further queries or would like a follow up meeting to discuss this planning application, please do not hesitate to contact the Forestry Commission on the email address provided above.

Thanks,

Dan Brown

Local Partnership Advisor

Yorkshire and North East Area

Forestry Commission England

Tyneside House

1 Skinnerburn Road

Newcastle Upon Tyne

NE4 7AR

[redacted]

creating a better place
for people and wildlife

Environment Agency

Planning Inspectorate
3/20 Eagle Wing
Temple Quay House (2 The Square)
Temple Quay
Bristol
Avon
BS1 6PN

Our ref: NA/2025/117259/01-L01
Your ref: Lighthouse Green Fuels

Date: 30 October 2025

Dear Sir/Madam

EN0110025 LIGHTHOUSE GREEN FUELS NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT: STATUTORY CONSULTATION - EIA SCOPING AND CONSULTATION AND REGULATION 11 NOTIFICATION LIGHTHOUSE GREEN FUELS STOCKTON

Please find enclosed our written representations for the above Development Consent Order (DCO) on behalf of the Environment Agency (EA).

If you have any questions or require any clarification on the points below, please do not hesitate to contact me.

Please do not hesitate to contact me if you have any questions regarding this letter.

Yours faithfully

Lucy Mo
Planning Technical Specialist - Sustainable Places

Direct dial [redacted]
Direct e-mail [redacted]@environment-agency.gov.uk

Environment Agency Comments EN0110025

Flood risk

Flood risk assessment (FRA)

It is noted that a FRA is being prepared for the proposed development. We recommend that a FRA Method Statement is considered to set out the approach for each element of flood risk. In doing this, this will help prevent abortive work being done within the FRA including hydraulic modelling work.

The FRA should state if the land uses are within Flood Zone 3a or 3b. This will inform flood risk vulnerability and flood zone 'incompatibility'. Flood Zone classifications can be found within the Strategic Flood Risk Assessment (SFRA) for each Local Planning Authority (LPA).

The FRA will need to demonstrate if the development is classified as 'essential infrastructure' using 'Annex 3: Flood risk vulnerability classification' of the National Planning Policy Framework (NPPF). Essential infrastructure, which has passed the exceptions test and water compatible use, will need to demonstrate that it will:

- Remain operational and safe for users in times of flooding;
- Result in no net loss of floodplain storage; and
- Not impede water flows or increase flood risk elsewhere.

It should be noted that 'highly vulnerable' uses, i.e. a site requiring a Hazardous Substance Consent, would not be appropriate within Flood Zone 3. Where there is a demonstrable need to locate such installations for bulk storage of materials with port or other similar facilities, or such installations with energy infrastructure or carbon capture and storage installations that require coastal or water-side locations, or need to be located in other high flood risk areas, in these instances the facilities should be classified as 'essential infrastructure'. In such cases this should be considered within the FRA.

Vulnerability classification

The scoping report does not define the vulnerability classification of the proposal. The FRA should confirm the vulnerability classification. Further information is available at https://www.gov.uk/guidance/national-planning-policy-framework/annex-3-flood-risk-vulnerability-classification

Indicative maps and flood zones

No indicative site layout has been provided. As result, this limits our ability to understand potential interactions with flood risk sources or identify vulnerable infrastructure within higher flood zones. The Environmental Statement (ES) should include a detailed layout overlain on flood risk mapping, clearly showing floodplain interactions, access routes and drainage outfalls.

The ES should differentiate between Flood Zones 3a and 3b to inform decision making. A map illustrating Flood Zones 3a and 3b with the proposed temporary infrastructure (e.g., construction compounds) and permanent infrastructure is required.

Sequential approach

Development should apply a sequential, risk based approach to the location of development, taking into account all sources of flood risk and the current and future

Cont/d..

impact of climate change, to avoid (where possible) flood risk to people and property. A sequential approach will help to ensure that sensitive components such as the Sustainable Aviation (SAF), naptha, bulk liquid storage, feedstock, pre-treatment units, Combined Heat and Power (CHP) plant etc of the proposal will remain safe during a flood event. If there are any opportunities for development to be located outside of flood zones 2 and 3 and into flood zone 1, this should be prioritised.

Guidance documents
Table 9.1: Water Environment and Flood Risk - Summary of Key Policy, Legislation and Guidance

- There is no reference to the Shoreline Management Plan (SMP).
- While the Planning Practice Guidance (PPG) is referenced in connection with the Design Manual for Roads and Bridges (DMRB) guidance, it should be acknowledged as a key guidance document in its own right for the assessment of flood risk.

Design Manual for Roads and Bridges (DMRB)
The NPPF requires that development should not increase flood risk elsewhere. This may not align with the approach set out in the DMRB, which can allow for some degree of increased risk if it is demonstrated to be negligible or appropriately mitigated.

Reservoir flood risk
The applicant should liaise with the reservoir undertakers (e.g for Saltholme Brine Reservoir) for input into their proposal and proposed proximities. The proposal may alter the risk category of the reservoir.

Culverts
Culverting existing watercourses / drainage ditches should be avoided. Where culverting for access is unavoidable, applicants should demonstrate that no reasonable alternatives exist and where necessary it will only be in place temporarily for the construction period.

Pipelines
SAF and renewable naphtha finished product will be exported by pipeline. The DCO documents should provide details on the proposed pipeline(s) (e.g., if they above or below ground). If a pipeline connection crosses a watercourse above ground, it must be appropriately designed and positioned to prevent accumulation of debris and localised increases in water levels. Where the pipeline is to utilise existing pipework that crosses watercourses, it is expected that modifications to the structure will be made where possible for improved conveyance and reduce debris accumulation.

Quayside works
Paragraph 2.6.1 states work will be required to construct the quayside comprising of the decommissioning and removal of the existing jetties, new quay construction and dredging for the berthing pocket and access channel. Further details of the proposed quayside works and their impact on flood risk is required.

Watercourse crossings
Further details are needed on all proposed watercourse crossings (e.g., tunnel crossing of Tees, wastewater connection under the Tees, etc) and provide a Crossing Register.

Redline boundary
Areas of third-party land will be used for temporary construction laydown areas. This information should be included within the redline boundary of the DCO.

Cont/d..

Data
It is the applicant's responsibility to check the suitability of an existing hydraulic flood model for the proposed development. If the applicant uses an existing model from the Environment Agency or another organisation, it is important to check if it:

- Represents current risk;
- Uses the latest available datasets;
- Complies with current modelling standards;
- Is at a scale suitable scale;
- Captures the detail required for a site-specific assessment; and
- Makes use of current climate change allowances.

The applicant should be aware that:

- Environment Agency models are not designed to assess third party developments, so the applicant should not assume that they are suitable for the proposed development;
- even if using a recent model, the applicant will still need to review and possibly update the model;
- the applicant should provide evidence of any modelling checks and subsequent updates carried out and record these in the FRA model reporting;
- the applicant should refer to the Environment Agency's standard model and hydrology review templates when carrying out a model review; and
- Further guidance is available at https://www.gov.uk/guidance/using-modelling-for-flood-risk-assessments

Elements Scoped in or out of further assessment
It is unclear whether flood risk is scoped in for decommissioning as table 9.2 does not include this phase. The FRA should scope in flood risk for all phases inclusive of the decommissioning phase. Notably the decommissioning phase will experience the highest uplift in terms of climate change factors as they increase temporally.

Shoreline Management Plan / erosion
Consideration has not been given to erosion or provided justification for its exclusion from assessment. The Shoreline Management Plan and the National Coastal Erosion Risk Map (NCERM) should be reviewed, to understand potential long-term consequences. We would also like to highlight the proposed works to realign the defences at Greatham as part of the Tees Tidelands programme.

Modelling and Unmapped Flood Risk
The applicant should provide a summary of data gaps and where there is the need for site-specific mapping to inform decision-making relating to flood risk or coastal erosion – indicating how this will be addressed. Additionally, the applicant should identify whether breach / overtopping modelling will be needed for defended sites. In areas where flood defences benefit the site (as referenced in paragraph 9.3.26), the ES should assess whether this is the case for the design event, and whether the flood defences have sufficient residual life commensurate with the development.

A catchment area of 3km^2 was the de minimis in the generalised 2d modelling used to determine the extent of Flood Zone 2 and 3 where no detailed hydraulic modelling is available. There may be flood risk associated with watercourses which have smaller catchments, it is just not mapped or included within the Flood Map for Planning. This

should be taken into consideration when assessing flood risk to new development.

Setback
We recommend development be setback from watercourses and flood assets. This allows access for remediation, replacement, and the raising of flood assets in the context of a changing climate and increasing flood risk.

Management Plans
The EA should be a consultee for the following management plans: Construction Environment Management Plan (CEMP), Outline Environment Management Plan (OEMP), and Demolition Environmental Management Plan (DEMP). This must be written into the DCO. A commitment should be made within the outline DEMP to review flood risk prior to decommissioning.

Temporary boundary
Paragraphs 13.3.2 and 13.3.4 states that if the four-year construction period extends beyond 2035, construction should be scoped in for the assessment of climate change resilience. Notably this should be applied to climate change in the context of flood risk.

Design life
Paragraph 13.3.2 references temporal boundary. However, it is unclear what the design life is for the proposed development. It was suggested that the construction phase will take four years, the operation phase will last a **minimum** of 30 years, and that the decommissioning phase will take 18 months. The applicant should assume a design life of at least 75 years in line with the PPG (Paragraph: 006 Reference ID: 7-006-20220825) which states that: "*The lifetime of a non-residential development depends on the characteristics of that development but a period of at least 75 years is likely to form a starting point for assessment.*"

In line with the PPG (Paragraph: 002 Reference ID: 7-002-20220825), the applicant will need to consider the future flood extent of the design flood which should be informed by the design life of the development.

Climate Change
With respect to paragraphs 13.4.5 and table 13.31, it is unclear what climate change uplifts are being proposed to be assessed. The FRA must state the proposed climate change allowance and epoch to be used to assess flood risk. If the development is classed as essential infrastructure, then:

- For peak river flow, they should assess the higher central climate change allowance with a sensitivity test of the upper end allowance for the credible maximum scenario; and
- For sea level rise, they should assess the higher central and upper end climate change allowances, with a sensitivity test using the H++ scenario.

Further information regarding climate change allowances and the assessments are available at https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

In line with 5.8.7 of EN-1, essential infrastructure must remain operational during the design flood scenario. Considering 4.10.11 and 4.10.12 of EN-1, the applicant must consider the credible maximum scenario ensuring resilience and a risk-averse approach to elements critical for safe operation.

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Coastal Squeeze
The assessment of the hydromorphological impacts of the proposal and associated mitigation measures should have regard to such 'coastal squeeze'. It is recommended that Table 13.5 Summary of scope for CCR Assessment scopes IN 'Sea level rise, storm surge effects' from this perspective.

Wastewater treatment
Currently, Bran Sands Waste Water Treatment Plant (WwTP) discharges treated effluent to the Dabholm Gut which then discharges to the Tees Estuary. Northumbrian Water Limited (NWL) are proposing constructing a long sea outfall underground northward from Bran Sands WwTP to Tees Bay (comprising approximately 3km onshore and 4.5km offshore pipeline). This proposed pipeline aims to divert treated effluent discharges from the Tees Estuary to the North Sea. This will reduce nutrient nitrogen concentrations within the Tees Transitional Waterbody and Tees Bay.

Paragraph 2.2.12 states that the development will ensure adequate treatment and disposal of the effluent with waste effluent ultimately connected to NWL's Bran Sands Wastewater Treatment Plant (WFP). The ES should assess:

- Proposed on-site attenuation systems (including methods, management and maintenance)
- The on-site discharge points and connections to existing foul drainage systems
- The quality and make up of the effluent drainage arising from the development
- How will effluent from Lighthouse Green Fuels be treated prior to an NWL long sea outfall being operational?
- The timings of works to construct new pipelines including NWL outfall pipes to the North Sea and whether any development phasing is needed

Paragraph 8.10.2 states wastewater will be directed to an existing wastewater treatment plant and there will be no discharge of effluents into the River Tees during normal conditions is anticipated. However, where will the effluent from the 'existing wastewater treatment plant' be discharged? Will any effluent be discharged to the River Tees estuary under abnormal conditions? Table 8.10 does not record any assessment of the likely impacts from changes to water quality (nutrient nitrogen) from the operation of the proposed development. The proposal is to direct waste effluent to the current NWL Bran Sands WwTP. That plant currently discharges effluent to the Tees estuary via Dabholme Gut. The proposed development will result in an increased loading of nutrient nitrogen to the Tees estuary through current facilities. A scheme of nutrient neutrality mitigation will likely be necessary considering this nitrogen loading to the Tees Estuary Transitional Waterbody.

Section 6: noise and vibration

Migratory Fish
Underwater noise has the potential to impact migratory fish. Therefore, where possible piling should be avoided:

- Between 1 March and 30 November inclusive, in any given year, no piling should take place for 3 hours following low water.
- During the month of May, no piling of any type must take place for the first five hours of the ebbing tide.

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This will allow migration of adult salmon and sea trout on the flooding tide.

Section 7: terrestrial ecology

Scope
As no ecological survey information is available at this stage, it is not possible to comment on impacts at this time. However, the applicant has scoped in habitats, riparian mammals, and amphibians. This is welcomed by the EA. The assessment methodology and assumptions presented are broadly acceptable. However, care should be taken to minimise any limitations and assumptions in future documentation by ensuring survey work is completed to guidance. Any ecological survey work must justify deviations from established best-practice guidance.

Mitigation
The broad mitigation measures presented are acceptable. However, it is noted that development of bespoke mitigation measures for each ecological receptor will likely be required following ecological surveys.

Works to Quayside
Works to the quayside will require consideration and assessment for riparian mammals, namely otter. Without the exact location of the quay works, we are unable to determine which habitats will be affected. Further information should be provided in relation to design, construction methodology and assessment of impacts to the marine environment.

Future Baseline
Paragraph 7.8.4 states ‘Water quality is expected to improve due to legislation requirements and interventions such as Nutrient Neutrality Policy and Water Framework Directive (WFD) targets, positively supporting terrestrial ecology’. Nutrient neutrality policy aims to achieve no net deterioration in nutrient levels compared to current baseline. Current baseline is a fourfold excess of Dissolved Inorganic Nitrogen compared to statutory WFD objectives for the Tees estuary.

Section 8: freshwater and marine ecology

WFD
With respect to table 8.1 and the Water Environment (Water Framework Directive) (England and Wales) Regulations (the ‘WFD Regulations’), WFD Regulations also require all protected areas achieve compliance with any standards and objectives required by assimilated law under which the area or body is protected. Where two or more objectives set under the WFD Regulations apply to the same body of water, or the same part of a body of water, the most stringent objective applies.

New quay and WFD
Section 8.6.11 references the construction of a new quay. The proposed development involves physically modifying a waterbody designated as a Heavily Physically Modified Waterbody (HMWB). The proposal should be assessed to determine if the development is exempt under Article 4.7 of WFD. Appropriate Mitigation Measures must be provided.

The proposals relating to construction of a new quay may result in additional physical modifications of the Tees Estuary that may have the potential to jeopardise attainment of the environmental objective of achieving Good Ecological Potential. In identifying

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appropriate mitigation, the applicant should take into consideration the following EA information:

- Tees Estuary Edge Enhancement report; and
- Tees Estuary Habitat Vision of the former Tees Estuary Partnership

Note that various partnership activity is underway to enhance the Tees estuary and restore natural habitats. The applicant may wish to engage with the EA or other partners to discuss how they may support these, either as mitigation for proposed impacts or to provide environmental enhancement to the local area.

- Tees Tidelands programme of intertidal restoration (EA and partners);
- Tees Estuary Edges / Native Oyster and Seagrass restoration – Tees Rivers Trust;
- Tees Barrage Fish Pass Improvements – Canal & River Trust; and
- Tees Estuary Nature Recovery Partnership (TENRP) (hosted by Natural England).

Table 8.9 Summary of Construction Phase Likely Impacts and Effects and Marine Ecological Receptors
Table 8.9 indicates there will be no likely loss of intertidal habitats and communities from construction works (demolition of existing jetties, excavation, piling or dredging). However, this is contrary to paragraph 8.10.1 which states that 'the Proposed Development has the potential to impact the marine environment during construction phase due to demolition of existing jetties, construction of the new quay (including possible removal of foreshore and revetment, capital dredging and piling)'. Intertidal habitat, both on open artificial structures, and underlying natural habitats will likely be permanently lost if existing open structures are replaced by closed structures.

Table 8.11: Elements Scoped In or Out of Further Assessment
It is recommended that 'Marine plants and Macroalgae' and 'Phytoplankton' are scoped IN for further assessment. Unless and until NWL redirects Bran Sands Wastewater Treatment Plant effluent from Dabholme Gut to the North Sea. The proposal has the potential to increase nutrient nitrogen loading to the Tees estuary.

The Tees estuary currently has a fourfold excess of Dissolved Inorganic Nitrogen than that which would be classified as good element status. Excess nutrients contribute to excessive growth of macroalgae that impact the designated features of the Teesmouth and Cleveland Coast SPA.

The Northumbria River Basin Management Plan (RBMP) identifies the Tees estuary is designated as a Nutrient Sensitive Area under the Urban Wastewater Treatment Directive as a result of eutrophication in estuaries or coastal waters.

Intertidal habitat
The EA does not permit works that encroaches onto the intertidal foreshore which would result in significant harm to the intertidal habitats. Where such alternatives are not an option, adequate mitigation and compensation must be provided. Where this is not possible and works would result in significant harm to biodiversity interests which cannot be prevented, mitigated or compensated for then planning permission should be refused.

The ES should outline the extent of intertidal habitat lost and specific mitigation and compensation to be provided by the applicant relating to this loss of intertidal habitat.

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The potential value of this habitat should be recognised, and the impacts of the removal of the intertidal foreshore should be assessed, with impacts to WFD/the Tees Transitional water body being assessed in the WFD assessment.

Ecological enhancement opportunity
Holme Fleet is a non-reportable waterbody and contains designated sites that rely on water dependent habitat. A culverted section of Holme Fleet near Port Clarence is in proximity to the proposed site location and may be an opportunity for ecological enhancement of the Holme Fleet waterbody. Work is in progress to assess the potential options for enhancing the ecological connectivity of Holme Fleet with the Tees estuary and improving flood resilience.

Migratory fish
As temperature increases during the summer months, water becomes much less soluble to oxygen and as such the risk of hypoxia to fish increases. During the summer months, not only is this the most likely time for dissolved oxygen to be naturally low, but also when the salmon's metabolic rate is at its highest and demand is greatest. If possible, dredging should be avoided during the warm summer months (1 July to 1 September inclusive) when background conditions are likely to be most stressful for fish.

Atlantic Salmon are an internationally important protected species, which are currently at risk of decline. The EA has a duty to maintain, improve and develop all salmon, trout, lamprey, smelt and freshwater fisheries, under the Salmon and Freshwater Fisheries Act. 1975 (SFFA) as modified by the Marine and Coastal Access Act, 2009. We discharge these responsibilities alongside our overarching duties to further conservation, promote sustainable development and water-based recreation.

Eels
The ES should consider the impacts to Eels. Under Regulation 17(4) of the Eels (England and Wales) Regulations 2009, on or after 1 January 2015, a responsible person must ensure an eel screen is placed in a diversion structure that:

1. is capable of abstracting at least 20 cubic metres of water through any one point in any 24-hour period; or
2. returns water to a channel, bed or sea

The ES should consider the level of risk to eels from the proposed dredging works and if the works require an eel screen or any alternative risk reduction measures, or if the activity can be exempted by the EA. You may need to provide a method statement outlining details of the proposed dredging technique and equipment to be used (e.g., pump specifications) and dredging methodology, timings, duration, and location.

You can find more information on Part 4 of the Eels Regulations by visiting: https://www.gov.uk/guidance/safe-passage-for-eels. Copies of 'Screening at Intakes and Outfalls: Measures to Protect Eel' and 'The Eels Regulations: Delivering Safe Passage for Eels" are also available from the EA.

Section 9: Water environment and flood risk

Study Area
Paragraph 9.3 outlines the EIA Scoping Assessment Methodology. We note the proposed study area for the water environment and flood risk is defined by the proposed development footprint and the site boundary plus a 1km buffer. We agree this may need

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to be extended to capture potential impacts to receptors beyond the immediate study area and ask this be kept under review as further information and assessment is undertaken.

Section 9.3.5 Data Sources
The list of data sources should consider nearby Bathing Water Areas and the Nutrient Neutrality Catchment.

WFD
The WFD assessment should reflect the aims and objectives of the WER. The Regulations require the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Table 9.1 should reference and consider the guidance covering the WFD and Nationally Significant Infrastructure Projects: Nationally Significant Infrastructure Projects: Advice on the Water Framework Directive - GOV.UK. This document also sets out useful guidance to proportionately assess WFD following three steps – Stage 1: WFD Screening; Stage 2: WFD Scoping and Stage 3: WFD Impact Assessment.

The WFD assessment provide an assessment of the impact of the proposal on WFD waterbodies, having regard to the WER 2017 and the Northumbria RBMP Northumbria river basin district river management plan: updated 2022 - GOV.UK. Current WFD objectives are set out in the 2022 Northumbria RBMP. It provides links to the Catchment Data Explorer (CDE) and objectives to attain good ecological status or potential, and chemical status. The Northumbria RBMP and CDE also contains links to objectives information for protected areas.

WFD Regulations require all protected areas achieve compliance with any relevant standards and objectives. However, no objectives information is currently reported for the Tees Estuary in this document. Natural England are reviewing the evidence and considering revising conservation advice on water quality attributes so that these align with condition assessments and nutrient enrichment evidenced at the feature level. The aim of this work is to define objectives for water quality attributes that would enable Marine Protected Area features in estuarine and coastal sites to achieve favourable conservation status and ensure these are assessed at an appropriate scale.'

Standards and objectives for the Teesmouth and Cleveland Coast Special Protection Area (SPA) are included in the Supplementary Advice to the Conservation Objectives for this area. This is available at Designated Sites View

The Northumbria RBMP and CDE also identifies the Tees estuary is designated as a Nutrient Sensitive Area under the Urban Wastewater Treatment Directive as a result of eutrophication in estuaries or coastal waters.

With respect to marine ecology, the WFD assessment should consider:
- the impact of the proposal on the WFD status of the Tyne Transitional Water waterbody (GB510302310200) and any linked water bodies;
- identify all potential risks to the following receptors: hydromorphology, biology – habitats, biology – fish, water quality, WFD protected areas and invasive non-native species (INNS);
- Ensure that there is no deterioration resulting from the proposed activities;
- Demonstrate how the development/activity will avoid adverse impacts; and Describe how any identified impacts will be mitigated for or suggest compensation for loss.

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Guidance on how to assess the impact to WFD is available at: https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-and-coastal-waters

Non-reportable waterbodies
The WER applies to all bodies of water. We welcome acknowledgment of these non-reportable bodies of water in paragraph 9.3.11. However, the WFD assessment should ensure that they assess all bodies of water against the relevant overarching objectives of WER.

Baseline Environment
The list of WFD Classified Surface Water Features should be expanded to include the Tees Coastal waterbody (GB650301500005) and other downstream WFD waterbodies with potential to be impacted by the development. At this stage it is not possible to scope out impacts on these features.

Future Baseline
Paragraph 9.3.38 states there is potential for water quality to improve and baseline WFD status to improve as the RBMPs are implemented, as these aim to achieve 'good' status by 2027 for WFD waterbodies. This is considered to be within the future baseline.

Equally the assessment of a future baseline should also take into account the future pressures associated with likely increased development on Teesside, and the likely impacts on attainment of good ecological potential and element status. The assessment of future baseline WFD status should cite the specific measures relevant to the Tees estuary that leads to this conclusion.

Potential Impacts
With respect to potential construction impacts, we agree that construction effects on surface water and groundwater quality and quantity and flood risk must be scoped in.

Paragraph 9.4.3 states the impacts which have the potential to be significant to the water environment during the construction phase. Existing wooden open quay structures and underlying intertidal habitats may be replaced by closed structures. The list of impacts provided in this section should include permanent loss of natural and artificial intertidal habitats from the demolition of existing jetties, construction of the new quay (including possible removal of foreshore and revetment, capital dredging and piling)'. Appropriate mitigation should be put in place to address this loss.

In terms of operation and maintenance impacts, we agree that operation effects for surface water quality and quantity be scoped in. We recommend that reference is made to nutrient nitrogen releases from the proposal development.

Other operational impacts which should be considered include the potential for increased pollution entering the water bodies from spillage of fuels or other harmful substances that may migrate to surface water and groundwater receptors.

Cumulative and In-combination Impacts
Paragraph 9.4.8 states there would not be any inter-related cumulative impacts on the water environment. However, it is considered that the potential for inter-related effects on the water environment should remain scoped in until further information is provided on the range, type and timings of neighbouring developments.

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Approach to Mitigation
Paragraph 9.6.6 states that beyond the CEMP, additional mitigation is not expected to be needed. This will, however, depend on the outcome of further assessment (such as the WFD assessment) and as design of the development progresses. Therefore, the provision of wider mitigation measures (in addition to the CEMP) may be required. In developing the CEMP, the applicant should consider issues such as:

- Treatment and removal of suspended solids from surface water run-off during construction works.
- Approach to ensure no sewage pollution or misconnections.
- Approach to ensure water mains are not damaged during construction works.
- Management of fuel and chemical spills during construction and operation, including the process in place to ensure the environment is not detrimentally impacted in the event of a spill.
- Construction runoff could contain hazardous chemicals and elements due to the site's location and contaminated land may be present. A scheme is required to manage the associated risks, and minimise mobilisation of hydrocarbons, heavy metals, and any other hazardous pollutants into the water environment during construction and site operation.

Any impacts identified (both during construction and operation) need to be minimised and/or mitigated against. These mitigation measures should go above and beyond simply preventing deterioration and should work to create a better environment.

Section 13: Climate change resilience

The operator should consider extending assessment period beyond the currently planned 30 years of operation. All too often the operational lifespan of installations is extended well beyond the intended lifespan at the time of construction. The operator should account for this in their assessment and assess out to 50 or 75 years of life expectancy.

It is recommended that table 13.4 includes the Climate Hazard of Climate change induced sea level rise that will result in the permanent loss of areas of intertidal habitat within the protected area of the Tees estuary on which designated features depends. Particularly where hard defences or infilling prevents the inland migration of such habitats.

Section 14: materials and waste

Developers should follow the risk management framework detailed in Land Contamination: Risk Management (LCRM), when dealing with land affected by contamination and refer to the Guiding Principles for Land Contamination.

Section 17: geology and soils

The geological classifications are correct and the relevant potential contaminant pathways have been considered. The risks to controlled waters from contaminated land should be considered at the appropriate stage.

Further ground investigation and risk assessment is required to assess the impact of contamination on controlled waters and other receptors, and remediation undertaken where required. As previously noted, developers should follow the risk management framework detailed in Land Contamination: Risk Management (LCRM), when dealing

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with land affected by contamination and refer to the Guiding Principles for Land Contamination.

With respect to groundwater, we are satisfied that groundwater has been scoped into the assessment appropriately.

Risks to groundwater from the proposed site usage should be considered at the appropriate stage. For example, the risk associated with the transportation and/or storage of potentially hazardous materials (fuels/hydrocarbons) below ground level. Any tanks and pipelines should be suitably designed, constructed and pollution prevention measures/mitigation installed where required to minimise risk to groundwater.

Section 9 recognises the potential impact to groundwater from intrusive investigation works, including piling. A piling risk assessment should be undertaken to ensure that piling activities do not pose a risk to shallow or deep groundwater and mitigation put in place to mitigate pollution risks.

Section 19: major accidents and disasters

The scoping document states high likelihood and high consequence events have been scoped out on the assumption that existing legislation and regulatory controls would not permit the proposed development to be progressed under these circumstances. It should not be assumed these controls and consents are in place, and the relevant legislation/regulatory controls should be confirmed and referenced.

Consents and permits

Regulated industry
The applicant should assess if a Hazardous Substance Consent is required as per Planning (Hazardous Substances) Regulations 2015.

Environmental Permitting Regulations (EPR) 2016 - section 1.1 Part A (1)) burning any fuel in an appliance with a rated thermal input of 50 or more megawatts, and section 6.10 Part A(1)(a) capture of carbon dioxide from an installation for the purposes of geological storage.

Flood risk activity permit
The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming and we advise them to consult with us at the earliest opportunity.

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Discharge of trade effluent
Effluent discharged from any premises carrying on a trade or industry and effluent generated by a commercial enterprise (where the effluent is different to that which would arise from domestic activities in a normal home) is described as trade effluent. If you are not able to discharge effluent, it will be classed as waste, and you must then comply with your duty of care responsibilities.

If NWL accepts the flows at Bran Sands then a permit will not be required. However, if Northumbrian Water do not accept the flows at Bran sands, a permit would likely be required.

If proposing to discharge to non-mains:
If you wish to discharge effluent, after appropriately treating it, to groundwater or surface water a permit under the Environmental Permit Regulations will be required.
Further guidance on this is available at Discharges to surface water and groundwater: environmental permits - GOV.UK (www.gov.uk). Full characterisation of the effluent will be required, and modelling may be required at the planning stage to determine the impact of the effluent on the receiving watercourse.

If proposing to discharge to mains:
A trade effluent consent or a trade effluent agreement with your water and sewerage company (in this case NWL) must be obtained before you discharge trade effluent to a public foul sewer or a private sewer that connects to a public foul sewer. Further guidance is available at: Pollution prevention for businesses - GOV.UK

Discharge of clean water
Clean surface water (i.e., clean, uncontaminated rainwater from hard standing areas such as roads and car parks) can be discharged to a watercourse without a permit if the discharge passes through a maintained oil interceptor or Sustainable Urban Drainage System. Guidance about discharges to surface water and groundwater, including when you do and do not need a permit to discharge water can be found on the gov.uk website: https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits

If a water attenuation system is proposed it would be beneficial to see the details, methods, and maintenance of the system to ensure longevity and effectiveness. Surface water run-off should not cause a risk of pollution.

Abstraction licence
If you intend to abstract more than 20 cubic metres of water per day from a surface water source e.g. a stream or from underground strata (via borehole or well) for any particular purpose then you will need an abstraction licence from the Environment Agency. There is no guarantee that a licence will be granted as this is dependent on available water resources and existing protected rights.

Dewatering – derogation on local water supplies
Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) in order to locally lower water levels near an excavation. This can enable operations to take place, such as mining, quarrying, building or engineering works, whether underground or on the surface.

The dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and features of environmental interest.

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Most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site. More information is available on gov.uk: Apply for a water abstraction or impounding licence - GOV.UK.

If Applicants seeks to disapply any of the permitting legislation, they should contact the EA as early as possible. The EA will consider requests to disapply on a case-by-case basis.

End

From: FPL - Conx Request <ConnectionRequest@fulcrum.co.uk>
Sent: 02 October 2025 16:30
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: RE: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

Good Afternoon

We can confirm Fulcrum Pipelines Limited do not have any existing pipes or equipment on or around the above site address.

Please note that other gas transporters may have plant in the area which could be affected by your proposed works.

We will always make every effort to help you where we can, but Fulcrum Pipelines Limited will not be held responsible for any incident or accident arising from the use of the information associated with this search. The details provided are given in good faith, but no liability whatsoever can be accepted in respect thereof.

If you need any help or information simply contact Fulcrum on 03330 146 455.

In case of an emergency please phone 0800 111 999.

Kind regards,

FULCRUM

FPL - Conx Request
e: ConnectionRequest@fulcrum.co.uk | w: www.fulcrum.co.uk
a: Fulcrum, 2 Europa View, Sheffield Business Park, Sheffield, S9 1XH, T: 03330 146 466

Tell us how we're doing:

We'd really appreciate feedback on your experience with us today. So, please tell us how we're doing by emailing feedback@fulcrum.co.uk

From: Sunnyfield House <sunnyfieldhouse@guisboroughtowncouncil.gov.uk>
Sent: 09 October 2025 14:31
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

Good afternoon,

Please note that Guisborough Town Council have "**noted**" the above planning application.

Kind regards,

Jane Brack,

Receptionist.

Development, Neighbourhoods & Regulatory Services

Email: developmentcontrol@hartlepool.gov.uk

Civic Centre Level 1
Hartlepool TS24 8AY

Tel: 01429 266522
DX60669 Hartlepool-1

Our Ref: H/2025/0332

Your Ref:

Contact Officer: Hanna Spier ☎[redacted]

23 October 2025

PLANNING INSPECTORATE

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990
PROPOSAL: Adjoining Authority Consultation for a scoping opinion for the Lighthouse Green Fuels Project
LOCATION: LIGHTHOUSE GREEN FUELS TEESSIDE

I refer to the above noted application.

I can confirm that Hartlepool Borough Council have no objections to the application. The Council's Economic Development team have been consulted, and have confirmed that, in respect of Hartlepool's jurisdiction, there are no objections regarding economic growth. Additionally, the Council's Heritage and Open Spaces were consulted and have no objections in that respect.

If you would like any further information about the Council's decision, please contact your case officer Hanna Spier quoting the reference number given above.

Hartlepool Borough Council will collect and process personal information in line with our legal obligations, details of which can be found on our web site www.hartlepool.gov.uk/GDPR or by telephoning 01429 266522. Personal Information will be handled in accordance with the General Data Protection Regulation.

Yours faithfully

Hanna Spier

Graduate Planning Assistant

Historic England

Planning Inspectorate
Environmental Services Operations Group 3
Temple Quay House
2 The Square
Bristol
BS1 6PN

Our ref: PL00796177
Your ref: EN0110025

Telephone: 07771388308

Date: 30/10/25

Bristol, BS1 6PN

By email only

Dear Sirs

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations) – Regulations 10 and 11

Application by LGF Projects Limited (the applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the proposed development)

Scoping consultation and notification of the applicant's contact details and duty to make available information to the applicant if requested

Thank you for your letter of 2nd October 2025, seeking advice from Historic England with reference to the Inspectorate's Scoping Opinion on this development.

We have a limited number of comments to make at this stage:

- With reference to Chapter 11 'Cultural Heritage' of the Scoping Report we agree that the site is within an area of modern industrial character and not an area of great heritage significance in the form of designated heritage assets. The potential for non-designated heritage needs to be further explored in liaison with Stockton Borough Council's archaeological advisers.

- What is unclear is the scale, in terms mass and height, of the main buildings of the proposal and the degree to which this may give the proposal presence beyond the 1km radius identified within the report.

- We agree that the grade II* Middlesbrough Transporter Bridge should be included within the study. It too is experienced within an industrial landscape but also has a wider landmark presence. It is this wider setting that needs assessment.

- Para.207 of the National Planning Policy Framework asks that applicants should describe the significance of heritage assets affected by a proposal, including contributions made by their setting. Clarification on the potential impact of scale should be provided at this stage to ensure that this policy is robustly covered, including whether a presence beyond the 1km distance detailed means that a wider area needs to considered in the study

I hope that these comments are helpful to you, and please let us know if you need anything further at this stage.

Yours faithfully

Mike Collins

Team Leader Development Advice, North East and Yorkshire Region

Helen Duncan
Maritime and Coastguard Agency

Spring Place
105 Commercial Road
Southampton
SO15 1EG

www.gov.uk/mca

Ref: EN0110025

24 October 2025

Via email: lighthousegreen@planninginspectorate.gov.uk

Dear Planning Inspectorate,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations) – Regulations 10 and 11

Application by LGF Projects Limited (the applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the proposed development)

Scoping consultation and notification of the applicant's contact details and duty to make available information to the applicant if requested

Thank you for your letter dated 2 October 2025 inviting comments on the Scoping Report for the proposed Lighthouse Green Fuels project. The Scoping Report has been considered by representatives of UK Technical Services Navigation and the Maritime and Coastguard Agency (MCA) would like to respond as follows:

The MCA has an interest in the works associated with the marine environment, and the potential impact on the safety of navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations. The MCA would expect any works in the marine environment to be subject to the appropriate consents under the Marine and Coastal Access Act 2009 before carrying out any marine licensable works.

We note the proposals are to contstruct the UK's first commercial scale second generation Sustainable Aviation Fuel (SAF) production facility. To support the SAF production facilities, a number of ancillary or associated operations are required including:

1) Marine Transport Infrastructure (Quay) for construction and operational purposes (feedstock import by ship); and

2) Installation of pipelines for utilities (natural gas, industrial gases) and associated rail connection and utility corridors.

On this occasion the site falls within the jurisdiction of a Statutory Harbour Authority (SHA) – PD Ports and they are therefore responsible for maintaining the safety of navigation within their waters during the construction and the operational phase of the proposed scheme.

We note in the Scoping Report Chapter on Marine Navigation that the proposed marine operations during the construction phase will include the decommissioning and removal of the existing jetties, new quay construction and dredging for the berthing pocket and access channel and the delivery of key plant components by ship to the new quay within the site. The project is located in an area of the River Tees which has dense vessel traffic activity and the assessment of this topic will include additional AIS data sourced by the applicant.

A Navigation Risk Assessment (NRA) will be provided to support the Development Consent Order application, which the MCA welcomes. The NRA will inform the proposed Marine Navigation chapter of the Environmental Statement (ES). We note that liaison with the SHA is currently ongoing and further baseline data will be collated to inform the Preliminary Environmental Impact Assessment (PEIR) and ES. The future baseline environment has not yet been determined and further consultation with the SHA will be undertaken.

We also note the intention to hold a hazard identification workshop, to bring together relevant navigational stakeholders for the area to discuss the potential impacts on navigational safety. Decisions relating to further controls will be agreed in consultation with the SHA to determine whether an As Low As Reasonably Practicable (ALARP) state has been met for each risk. The outputs of the NRA will be used to inform a judgement on significance of effects arising from the Proposed Scheme. The Cumulative effect of other projects in close proximity will also be assesed in the ES.

Finally, to address the ongoing safe operation of the marine interface for this project, we would like to point the developers in the direction of the Port and Marine Facilities Safety Code (PMSC) and its Guide to Good Practice. They will need to liaise and consult with the SHA and develop a robust Safety Management System (SMS) for the project under this code.

The MCA is satisfied with the Scoping Report at this stage as the basis for an Environmental Impact Assessment and an Environmental Statement from the shipping and navigation perspective, and supports the shipping and navigation related impact pathways which are proposed to be scoped in to the Environmental Statement during both the construction and operation of the development.

The MCA would expect every attempt to be undertaken by the applicant to resolve any concerns raised by the SHA and/or other interested parties.

We hope you find this information useful at scoping stage.

Yours faithfully,

Helen R Duncan

Helen Duncan
Marine Licensing Project Lead UK Technical Services Navigation

From: Peter Wilson [redacted]@middlesbrough.gov.uk>
Sent: 20 October 2025 11:51
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: RE: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

> You don't often get email from [redacted]@middlesbrough.gov.uk. Learn why this is important

This document was classified as: OFFICIAL

Good morning Wing

Thank you for the recent email consulting Middlesbrough Council on the proposed Lighthouse Green Fuels Project.

Having considered the proposals, the Council has no comments to make at this stage.

Regards

Peter Wilson

Principal Planning Officer

Development Control

Middlesbrough Council

PO Box 500, Middlesbrough, TS1 9FT

E: [redacted]@middlesbrough.gov.uk | T: [redacted] | W: www.middlesbrough.gov.uk

Defence Infrastructure Organisation

Victoria James
Ministry of Defence
Safeguarding Department
St George's House
DIO Headquarters
DMS Whittington
Lichfield
Staffordshire
WS14 9PY

E-mail: DIO-safeguarding-statutory@mod.gov.uk

www.mod.uk/DIO

28th October 2025

Stephanie Newman
Environmental Services
Operations Group 3
Temple Quay House
2 The Square Bristol
BS1 6PN

Your reference: EN0110025
Our reference: DIO 10060887

Dear Stephanie,

MOD Safeguarding – SOSA (Site outside of statutory safeguarding areas)

Proposal: Scoping Consultation for a second generation Sustainable Aviation Fuel (SAF) production facility.

Location: Land at Seal Sands Road, Stockton-on-Tees, TS2 1UB.

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development. The consultation correspondence was received by this office on

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

This is a Scoping Consultation for a second generation Sustainable Aviation Fuel (SAF) production facility. The proposed development includes feedstock reception and storage, feedstock pre-treatment facility, SAF Production Facility (producing SAF and renewable naphtha) and product processing, storage and export pipelines. Electricity and steam will be generated on-site from an on-site biomass-fired CHP plant of up to approximately 200MWe.

Low Flying

In this case the development falls within Low Flying Area 12 (LFA 12), an area within which military aircraft may conduct low level flight training. The addition of a development featuring tall or narrow profile structures such as towers, chimneys or flue stacks in this locality has the potential to introduce a physical obstruction to low flying aircraft operating in the area.

In summary the MOD has no objection to the principle of this application subject to any tall and narrow structures being charted on aviation maps. Suggested condition wordings are set out in Appendix A.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's document titled Environmental Scoping Report dated September 2025. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

V. James

Vicki James
Assistant Safeguarding Manager
DIO safeguarding

(Appendix A enc)

Appendix A

Condition - Aviation Charting and Safety Management
The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:

a) the date of the commencement of the erection of tall and narrow structures such as chimneys, towers and flue stacks;
b) the maximum height of any construction equipment to be used in the erection of tall and narrow structures such as chimneys, towers and flue stacks;
c) the date any tall and narrow structures such as chimneys, towers and flue stacks are brought into use;
d) the latitude and longitude and maximum heights of each tall and narrow structures such as chimneys, towers and flue stacks;

This information would also need to be sent by e-mail to UK DVOF & Powerlines at dvof@mod.gov.uk or posted to:

D-UKDVOF & Power Lines
Air Information Centre
Defence Geographic Centre
DGIA
Elmwood Avenue
Feltham
Middlesex
TW13 7AH

The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development.

Reason for condition.
To maintain aviation safety.

National Gas House
Warwick Technology Park
Gallows Hill, Warwick
CV34 6DA

+44 (0) 1926 65 3000
nationalgas.com

Submitted via email to: lighthousegreen@planninginspectorate.gov.uk

Date: 29th October 2025

Dear Sir/Madam,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by LGF Projects Limited (the Applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the Proposed Development)

I refer to your email dated 02/10/2025 regarding the above proposed DCO. This is a response on behalf of National Gas Transmission PLC (NGT). Having reviewed the scoping consultation documents, NGT wishes to make the following comments regarding gas infrastructure which may be affected by proposals.

NGT has 1 feeder main located within or in proximity to the Order limits. Details of this infrastructure is as follows:

- Feeder Main – FM06 – Cowpen Bewley to Teeside Terminal
- Cathodic Protection Groundbeds/TR
- Ancillary apparatus

Please note that NGT has existing easements for these pipelines which provides rights for ongoing access and prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip.

You should also be aware of NGT's guidance for working in proximity to its assets, further guidance and links are available as follows.

CATHODIC PROTECTION SYSTEM

To ensure a high level of safety and reliability in operation, National Gas Transmission's assets are protected by a cathodic protection system. It is essential that buried steel pipework associated with the transmission and distribution of natural gas is designed, installed, commissioned and maintained to withstand the potentially harmful effects of corrosion and that the corrosion control systems employed are monitored to ensure continued effectiveness. Installations in the vicinity of National Gas Transmission's assets which may potentially interfere with the cathodic protection system must be assessed and approved by National Gas Transmission, and appropriate control measures must be put in place where required.

Installations which have the potential to interfere with National Gas Transmission's Cathodic protection system include (but are not limited to):

1. High voltage cable crossings and parallelism

2. High voltage ac pylon parallelism

3. Battery Energy Storage Systems

4. Third party pipelines with cathodic protection systems

5. PV Solar arrays

Further information on D.C interference can be found in UKOPA/GPG/031 Edition C Microsoft Word - UKOPA GPG 031 DC Interference Ed 1.docx

Microsoft Word - UKOPA GPG 031 DC Interference Ed 1.docx (hold ctrl and click to access)Further information on A.C. interference can be found in UKOPA/GPG/027 UKOPA Good Practice GuideUKOPA Good Practice Guide (hold ctrl and click to access)

The safe limits for transfer voltage and impressed current that a high-pressure gas pipeline can be exposed to are outlined in T/PL/ECP/1, T/PL/ECP/2 and BS EN 50122-1. These are the safe limits for non-electrically trained personnel.

Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGT's apparatus, NGT will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. A Deed of Consent will also be required for any works proposed within the easement strip.

Key Considerations:

- NGT has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.

- Please be aware that written permission is required before any works commence within the NGT easement strip. Furthermore a Deed of Consent will be required prior to commencement of works within NGT's easement strip subject to approval by NGT's plant protection team.

- Any large installations which may result in a large population increase in the vicinity of a high pressure gas pipeline must comply with the HSE's Land Use Planning methodology, and the HSE response should be submitted to National Gas Transmission for review.

- The below guidance is not exhaustive and all works in the vicinity of NGT's asset shall be subject to review and approval from NGT's plant protection team in advance of commencement of works on site.

General Notes on Pipeline Safety:

- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and NGT's Dial Before You Dig Specification for Safe Working in the Vicinity of NGT Assets. There will be additional requirements dictated by NGT's plant protection team.

- NGT will also need to ensure that its pipelines remain accessible during and after completion of the works.

- Our pipelines are normally buried to a depth cover of 1.1 metres, however actual depth and position must be confirmed on site by trial hole investigation under the supervision of a NGT representative. Ground cover above our pipelines should not be reduced or increased.

- If any excavations are planned within 3 metres of NGT High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a NGT representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.

- Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with NGT's Plant Protection team is essential:

  - Demolition
  - Blasting
  - Piling and boring
  - Deep mining
  - Surface mineral extraction
  - Landfilling
  - Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)
  - Wind turbine installation - minimum separation distance of 1.5x the mast/hub height is required, and any auxiliary installations such as cable or track crossings will require a deed of consent.
  - Solar farm installation
  - Tree planting schemes

Traffic Crossings:

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.

- Permanent road crossings will require a surface load calculation, and will require a deed of consent.

- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.

- The type of raft shall be agreed with NGT prior to installation.

- No protective measures including the installation of concrete slab protection shall be installed over or near to the NGT pipeline without the prior permission of NGT

- NGT will need to agree the material, the dimensions and method of installation of the proposed protective measure.

- The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to NGT.

- An NGT representative shall monitor any works within close proximity to the pipeline to comply with NGT specification T/SP/SSW22

New Asset Crossings:

- New assets (cables/pipelines etc) may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.

- The separation distance for a cable >33kV is 1000mm and pre and post energisation surveys may be required at National Gas Transmission's discretion. A risk assessment/method statement will need to be provided to, and accepted by National Gas Transmission prior to the deed of consent being agreed. Where a new asset is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.

- A new service should not be laid parallel within an easement strip

- Clearance must be at least 600mm above or below the pipeline

- An NGT representative shall approve and supervise any cable crossing of a pipeline.

- A Deed of Consent is required for any cable crossing the easement

Where the promoter intends to acquire land, extinguish rights, or interfere with any of NGT apparatus, protective provisions will be required in a form acceptable to it to be included within the DCO. NGT requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection.

Adequate access to NGT pipelines must be maintained at all times during construction and post construction to ensure the safe operation of our network.

Yours Faithfully

Asset Protection Team

Further Safety Guidance

To download a copy of the HSE Guidance HS(G)47, please use the following link:

https://www.hse.gov.uk/pubns/books/hsg47.htm

Working Near National Gas Assets

https://www.nationalgas.com/land-and-assets/working-near-our-assets

Specification for Safe Working in the Vicinity of National Gas High Pressure Pipelines and Associated Installations

https://www.nationalgas.com/document/82951/download

Tree Planting Guidance

https://www.nationalgas.com/document/82976/download

Excavating Safely

https://www.nationalgas.com/document/82971/download

Dial Before You Dig Guidance

https://www.nationalgas.com/document/128751/download

Essential Guidance:

https://www.nationalgas.com/gas-transmission/document/82931/download

Solar Farm Guidance

https://www.nationalgas.com/document/82936/download

National Grid House
Warwick Technology Park
Gallows Hill, Warwick
CV34 6DA

Tiffany Bate
Lead Development Liaison Officer
[redacted]@nationalgrid.com
[redacted]

Rachel Hagan
Development Liaison Support Officer
[redacted]@nationalgrid.com
[redacted]

Customer Connections Site Solutions (CCSS)
Land, Planning and External Affairs (LPEA)
National Grid Electricity Transmission (NGET)
www.nationalgrid.com

SUBMITTED ELECTRONICALLY:
lighthousegreen@planninginspectorate.gov.uk

30 October 2025

Dear Sir/Madam

RE: APPLICATION BY LGF Projects Limited (THE APPLICANT) FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE Lighthouse Green Fuels Project (THE PROPOSED DEVELOPMENT)

SCOPING CONSULTATION RESPONSE

We refer to your letter dated 2 October 2025 in relation to the above proposed application. This is a response on behalf of National Grid Electricity Transmission PLC (NGET).

Having reviewed the scoping report, I would like to make the following comments regarding NGET existing or future infrastructure in close proximity to the current red line boundary.

NGET has high voltage electricity substations and overhead transmission lines within close proximity the scoping area. The overhead lines form an essential part of the electricity transmission network in England and Wales.

Existing Infrastructure

Substation

- Tod Point 275kV Substation
- Tod Point 66KV S/S
- Associated cable fibre

Associated overhead and underground apparatus including cables

Overhead Lines

ZZA ROUTE 400kV	HARTLEPOOL – SALTHOLME HARTLEPOOL - TOD POINT
YYQ ROUTE 275kV	HARTLEPOOL - TOD POINT LACKENBY - TOD POINT

XA ROUTE 400 kV LACKENBY - NORTON
HARTLEPOOL - TOD POINT

We enclose plans showing the location of NGET's apparatus in the scoping area.

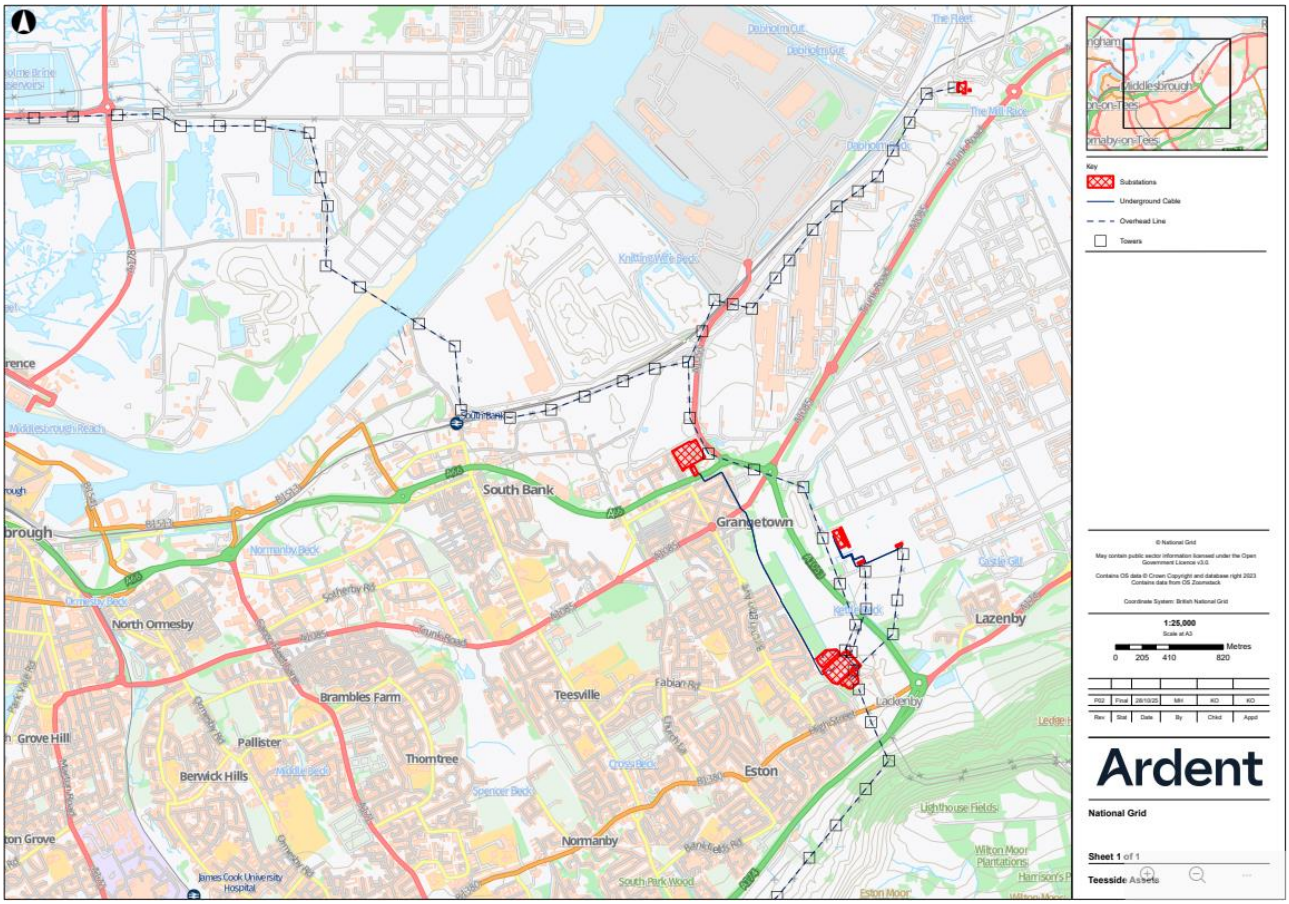


Figure 1: NGET Assets in proposed development area

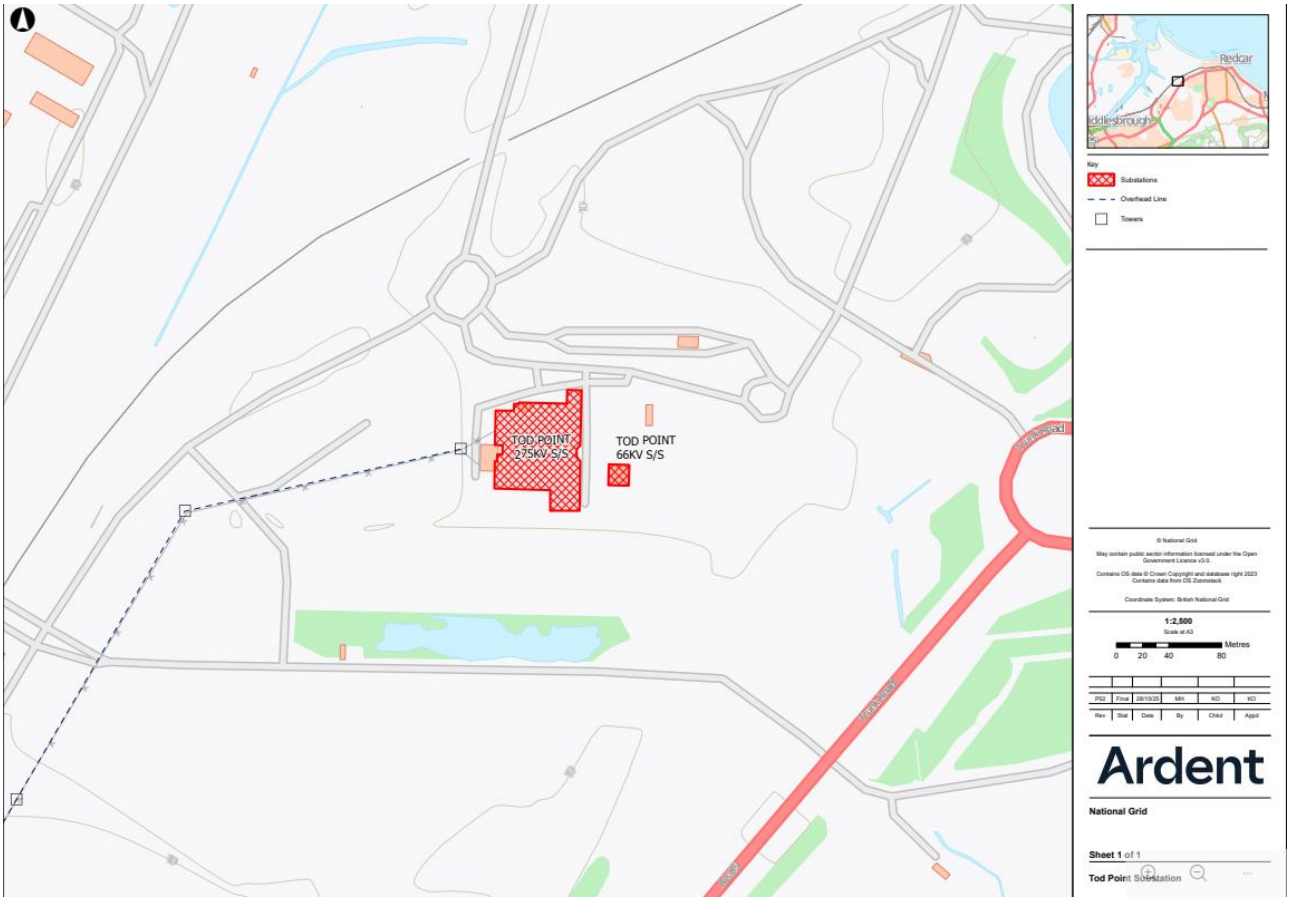


Figure 2: NGET Assets in proposed development area

New infrastructure

The National Energy System Operator (NESO) took over the electricity network planning responsibility from National Grid Electricity System Operator Limited (NGESO) on the 1st October 2024. Please consult with NESO separately from NGET where further information on the strategic need or capacity is sought.

Please refer to the Holistic Network Design (HND) and the NESO website to view the strategic vision for the UK's ever growing electricity transmission network:https://www.neso.energy/publications/beyond-2030/holistic-network-design-offshore-wind; and https://www.neso.energy/publications/beyond-2030

Onshore Infrastructure

It should be noted that there may be further interactions with additional new strategic infrastructure where the projects are in their early development.

NGET requests that all existing and future assets are given due consideration given their criticality to the high-voltage transmission of electricity across the UK. We remain committed to working with the promoter in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible. As such we encourage that ongoing discussion and consultation between both parties is maintained on interactions with existing or future assets, land interests, connections or consents and any other NGET interests which have the potential to be impacted prior to submission of the Proposed DCO.

The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage. https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects. Where it has been identified that your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.

These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed.

The following points should be taken into consideration.

Specific Comments – Electricity Infrastructure:

- NGET's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset

- Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. NGET recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 – 8 Technical Specification for "overhead line clearances Issue 5 (2019)".

- If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines, then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.

- The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they are both aware of and understand this guidance.

- Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors. When those conductors are under their worst conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") drawings should be obtained using the contact details above.

- If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to 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 foundations or "pillars of support" of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation ("pillar of support") drawings can be obtained using the contact details above.

- NGET high voltage underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New Roads and Street Works Act. These provisions provide NGET full right of access to retain, maintain, repair and inspect our assets. Hence, we require that no permanent / temporary structures are to be built over our cables or within the easement strip. Any such proposals should be discussed and agreed with NGET prior 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 subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network and requires consultation with National Grid prior to any such changes in both level and construction being implemented.

Further Advice

NGET requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection. All consultations should be sent to the following email address: **box.landandacquisitions@nationalgrid.com**

I / We hope the above information is useful. If you require any further information, please do not hesitate to contact me / the Land Development Liaison team. In the meantime, we look forward to receipt of further information and consultation relating to potential impacts on our assets.

The information in this letter is provided not withstanding any discussions taking place in relation to connections with electricity customer services.

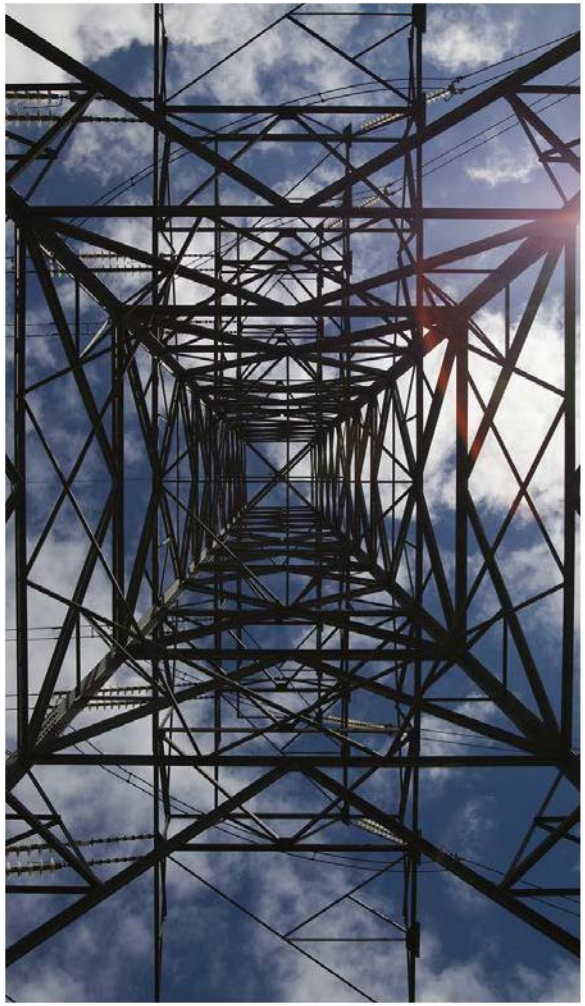
Yours faithfully,

Tiffany Bate
Lead Development Liaison Officer
Customer Connections Site Solutions (CCSS)
Land, Planning and External Affairs (LPEA)

Rachel Hagan
Development Liaison Support Officer
Customer Connections Site Solutions (CCSS)
Land, Planning and External Affairs (LPEA)

Technical Guidance Note 287

Third-party guidance for working near National Grid Electricity Transmission equipment



Purpose and scope

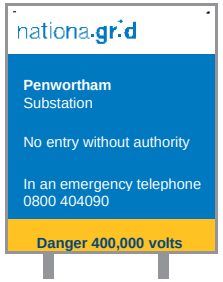
The purpose of this document is to give guidance and information to third parties who are proposing, scheduling or designing developments close to National Grid Electricity Transmission assets.

The scope of the report covers information on basic safety and the location of our assets – and also highlights key issues around particular types of development and risk areas.

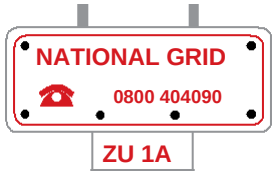
In the case of electrical assets, National Grid does not authorise or agree safe systems of work with developers and contractors. However, we will advise on issues such as electrical safety clearances and the location of towers and cables. We also work with developers to minimise the impact of any National Grid assets that are nearby.

How to identify specific National Grid sites

Substations
The name of the Substation and emergency contact number will be on the site sign.



Overhead Lines
The reference number of the tower and the emergency contact number will be on this type of sign.



Contact National Grid

Plant protection

For routine enquiries regarding planned or scheduled works, contact the Asset Protection team online, by email or phone.

www.lsbud.co.uk

Email: assetprotection@nationalgrid.com

Phone: 0800 001 4282

Emergencies

In the event of occurrences such as a cable strike, coming into contact with an overhead line conductor or identifying any hazards or problems with National Grid's equipment, phone our emergency number 0800 404 090 (option 1).

If you have apparatus within 30m of a National Grid asset, please ensure that the emergency number is included in your site's emergency procedures.

Consider safety

Consider the hazards identified in this document when working near electrical equipment

Part 1

Electricity transmission infrastructure

National Grid owns and maintains the high-voltage electricity transmission network in England and Wales (Scotland has its own networks). It's responsible for balancing supply with demand on a minute-by-minute basis across the network.

Overhead lines

Overhead lines consist of two main parts – pylons (also called towers) and conductors (or wires). Pylons are typically steel lattice structures mounted on concrete foundations. A pylon's design can vary due to factors such as voltage, conductor type and the strength of structure required.

Conductors, which are the 'live' part of the overhead line, hang from pylons on insulators. Conductors come in several different designs depending on the amount of power that is transmitted on the circuit.

In addition to the two main components, some Overhead Line Routes carry a Fibre Optic cable between the towers with an final underground connection to the Substations.

In most cases, National Grid's overhead lines operate at 275kV or 400kV.

Underground cables

Underground cables are a growing feature of National Grid's network. They consist of a conducting core surrounded by layers of insulation and armour. Cables can be laid in the road, across open land or in tunnels. They operate at a range of voltages, up to 400kV.

Substations

Substations are found at points on the network where circuits come together or where a rise or fall in voltage is required. Transmission substations tend to be large facilities containing equipment such as power transformers, circuit breakers, reactors and capacitors. In addition Diesel generators and compressed air systems can be located there.

Part 2

Statutory requirements for working near high-voltage electricity

The legal framework that regulates electrical safety in the UK is *The Electricity Safety, Quality and Continuity Regulations (ESQCR) 2002*. This also details the minimum electrical safety clearances, which are used as a basis for the Energy Networks Association (ENA) TS 43-8. These standards have been agreed by CENELEC (European Committee for Electrotechnical Standardisation) and also form part of the *British Standard BS EN 50341-1:2012 Overhead Electrical Lines exceeding AC 1kV*. All electricity companies are bound by these rules, standards and technical specifications. They are required to uphold them by their operator's licence.

Electrical safety clearances

It is essential that a safe distance is kept between the exposed conductors and people and objects when working near National Grid's electrical assets. A person does not have to touch an exposed conductor to get a life-threatening electric shock. At the voltages National Grid operates at, it is possible for electricity to jump up to several metres from an exposed conductor and kill or cause serious injury to anyone who is nearby. For this reason, there are several legal requirements and safety standards that must be met.

Any breach of legal safety clearances will be enforced in the courts. This can and has resulted in the removal of an infringement, which is normally at the cost of the developer or whoever caused it to be there. Breaching safety clearances, even temporarily, risks a serious incident that could cause serious injury or death.

National Grid will, on request, advise planning authorities, developers or third parties on any safety clearances and associated issues. We can supply detailed drawings of all our overhead line assets marked up with relevant safe areas.

« Section continued from previous page

Your Responsibilities - Overhead lines

Work which takes place near overhead power lines carries a significant risk of coming into proximity with the wires. If any person, object or material gets too close to the wires, electricity could ‘flashover’ and be conducted to earth, causing death or serious injury. You do not need to touch the wires for this to happen. The law requires that work is carried out in close proximity to live overhead power lines only when there is no alternative, and only when the risks are acceptable and can be properly controlled. Statutory clearances exist which must be maintained, as prescribed by the Electricity Safety, Quality and Continuity Regulations 2002.

Under the Health and Safety at Work etc. Act 1974 and Management of Health and Safety at Work Regulations 1999, you are responsible for preparing a suitable and sufficient risk assessment and safe systems of work, to ensure that risks are managed properly and the safety of your workforce and others is maintained. Your risk assessment must consider and manage all of the significant risks and put in place suitable precautions/controls in order to manage the work safely. You are also responsible for ensuring that the precautions identified are properly implemented and stay in place throughout the work.

Work near overhead power lines must always be conducted in accordance with GS6, ‘avoiding danger from overhead power lines’, and any legislation which is relevant to the work you are completing.

.

What National Grid will provide

National Grid can supply profile drawings in PDF and CAD format showing tower locations and relevant clearances to assist you in the risk assessment process.

What National Grid will not provide

National Grid will not approve safe systems of work or approve design proposals

Part 3

What National Grid will do for you and your development

Provision of information

National Grid should be notified during the planning stage of any works or developments taking place near our electrical assets, ideally a minimum notification period of 8 weeks to allow National Grid to provide the following services:

Drawings

National Grid will provide relevant drawings of overhead lines or underground cables to make sure the presence and location of our services are known. Once a third party or developer has contacted us, we will supply the drawings for free.

Risk or impact identification

National Grid can help identify any hazards or risks that the presence of our assets might bring to any works or developments. This includes both the risk to safety from high-voltage electricity and longer-term issues, such as induced currents, noise and maintenance access that may affect the outcome of the development. National Grid will not authorise specific working procedures, but we can provide advice on best practice.

400kV

The maximum nominal voltage of the underground cables in National Grid's network

Risks or hazards to be aware of

This section includes a brief description of some of the hazards and issues that a third party or developer might face when working or developing close to our electrical infrastructure.

Land and access

National Grid has land rights in place with landowners and occupiers, which cover our existing overhead lines and underground cable network. These agreements, together with legislation set out under the *Electricity Act 1989*, allow us to access our assets to maintain, repair and renew them. The agreements also lay down restrictions and covenants to protect the integrity of our assets and meet safety regulations. Anyone proposing a development close to our assets should carefully examine these agreements.

Our agreements often affect land both inside and outside the immediate vicinity of an asset. Rights will include the provision of access, along with restrictions that ban the development of land through building, changing levels, planting and other operations. Anyone looking to develop close to our assets must consult with National Grid first.

For further information, contact Asset Protection:

Email: assetprotection@nationalgrid.com
Phone: 0800 001 4282

Electrical clearance from overhead lines

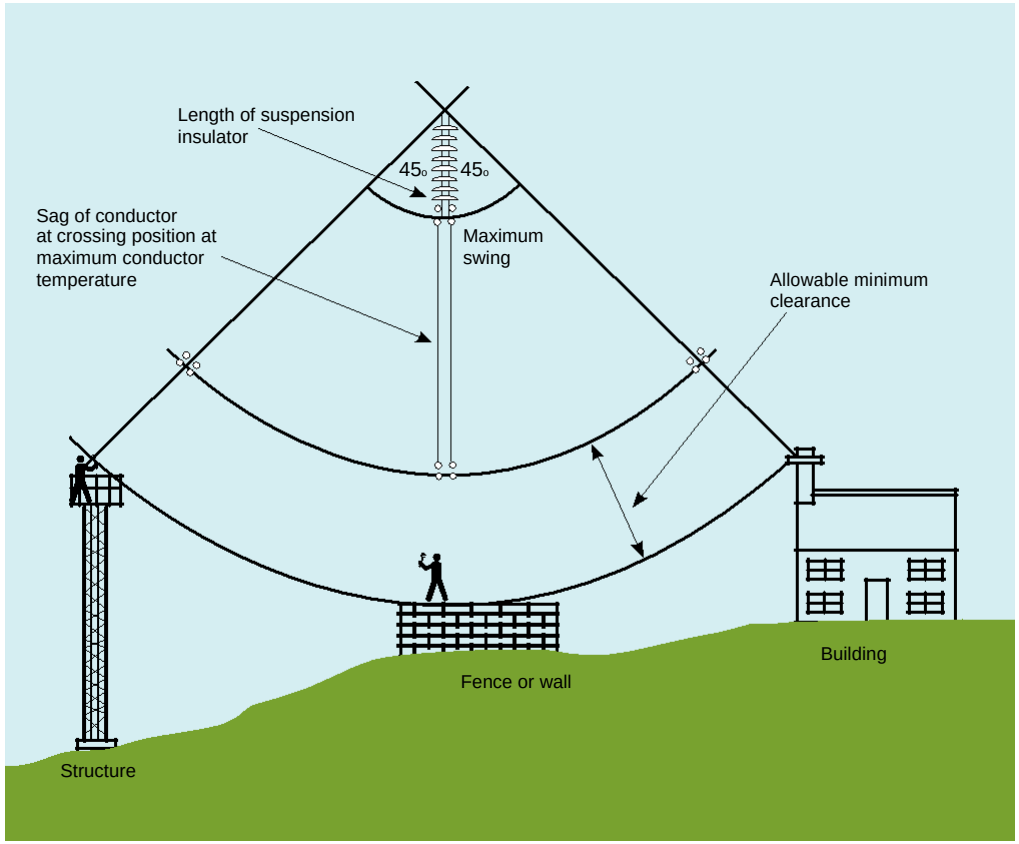
The clearance distances referred to in this section are specific to 400kV overhead lines. National Grid can advise on the distances required around different voltages i.e. 132kV and 275kV.

As we explained earlier, *Electrical Networks Association TS 43-8* details the legal clearances to our overhead lines. The minimum clearance between the conductors of an overhead line and the ground is 7.3m at maximum sag. The sag is the vertical distance between the wire's highest and lowest point. Certain conditions, such as power flow, wind speed and air temperature can cause conductors to move and allowances should be made for this.

The required clearance from the point where a person can stand to the conductors is 5.3m. To be clear, this means there should be at least 5.3m from where someone could stand on any structure (i.e. mobile and construction equipment) to the conductors. Available clearances will be assessed by National Grid on an individual basis.

National Grid expects third parties to implement a safe system of work whenever they are near Overhead Lines.

Diagram not to scale



There should be at least 5.3m between the conductors and any structure someone could stand on

We recommend that guidance such as *HSE Guidance Note GS6 (Avoiding Danger from Overhead Power Lines)* is followed, which provides advice on how to avoid danger from all overhead lines, at all voltages. If you are carrying out work near overhead lines you must contact National Grid, who will provide the relevant profile drawings.

7.3m

The required minimum clearance between the conductors of an overhead line, at maximum sag, and the ground

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The undergrounding of electricity cables at Ross-on-Wye

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Underground cables Underground cables operating at up to 400kV are a significant part of the National Grid Electricity Transmission network. When your works will involve any ground disturbance it is expected that a safe system of work is put in place and that you follow guidance such as *HSG 47 (Avoiding Danger from Underground Services)*.

You must contact National Grid to find out if there are any underground cables near your proposed works. If there are, we will provide cable profiles and location drawings and, if required, on-site supervision of the works. Cables can be laid under roads or across industrial or agricultural land. They can even be layed in canal towpaths and other areas that you would not expect.

Cables crossing any National Grid high-voltage (HV) cables directly buried in the ground are required to maintain a minimum seperation that will be determined by National Grid on a case-by-case basis. National Grid will need to do a rating study on the existing cable to work out if there are any adverse effects on either cable rating. We will only allow a cable to cross such an area once we know the results of the re-rating. As a result, the clearance distance may need to be increased or alternative methods of crossing found.

For other cables and services crossing the path of our HV cables, National Grid will need confirmation that published standards and clearances are met.

Impressed voltage

Any conducting materials installed near high-voltage equipment could be raised to an elevated voltage compared to the local earth, even when there is no direct contact with the high-voltage equipment. These impressed voltages are caused by inductive or capacitive coupling between the high-voltage equipment and nearby conducting materials and can occur at distances of several metres away from the equipment. Impressed voltages may damage your equipment and could potentially injure people and animals, depending on their severity. Third parties should take impressed voltages into account during the early stages and initial design of any development, ensuring that all structures and equipment are adequately earthed at all times.

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Earth potential rise

Under certain system fault conditions – and during lightning storms – a rise in the earth potential from the base of an overhead line tower or substation is possible. This is a rare phenomenon that occurs when large amounts of electricity enter the earth. This can pose a serious hazard to people or equipment that are close by.

We advise that developments and works are not carried out close to our tower bases, particularly during lightning storms.

Noise

Noise is a by-product of National Grid's operations and is carefully assessed during the planning and construction of any of our equipment. Developers should consider the noise emitted from National Grid's sites or overhead lines when planning any developments, particularly housing. Low-frequency hum from substations can, in some circumstances, be heard up to 1km or more from the site, so it is essential that developers find adequate solutions for this in their design. Further information about likely noise levels can be provided by National Grid.

Maintenance access

National Grid needs to have safe access for vehicles around its assets and work that restricts this will not be allowed.
In terms of our overhead lines, we wouldn't want to see any excavations made, or permanent structures built, that might affect the foundations of our towers. The size of the foundations around a tower base depends on the type of tower that is built there. If you wish to carry out works within 30m of the tower base, contact National Grid for more information. Our business has to maintain access routes to tower bases with land owners. For that reason, a route wide enough for an HGV must be permanently available. We may need to access our sites, towers, conductors and underground cables at short notice.

30m

If you wish to carry out work within this distance of the tower base, you must contact National Grid for more information

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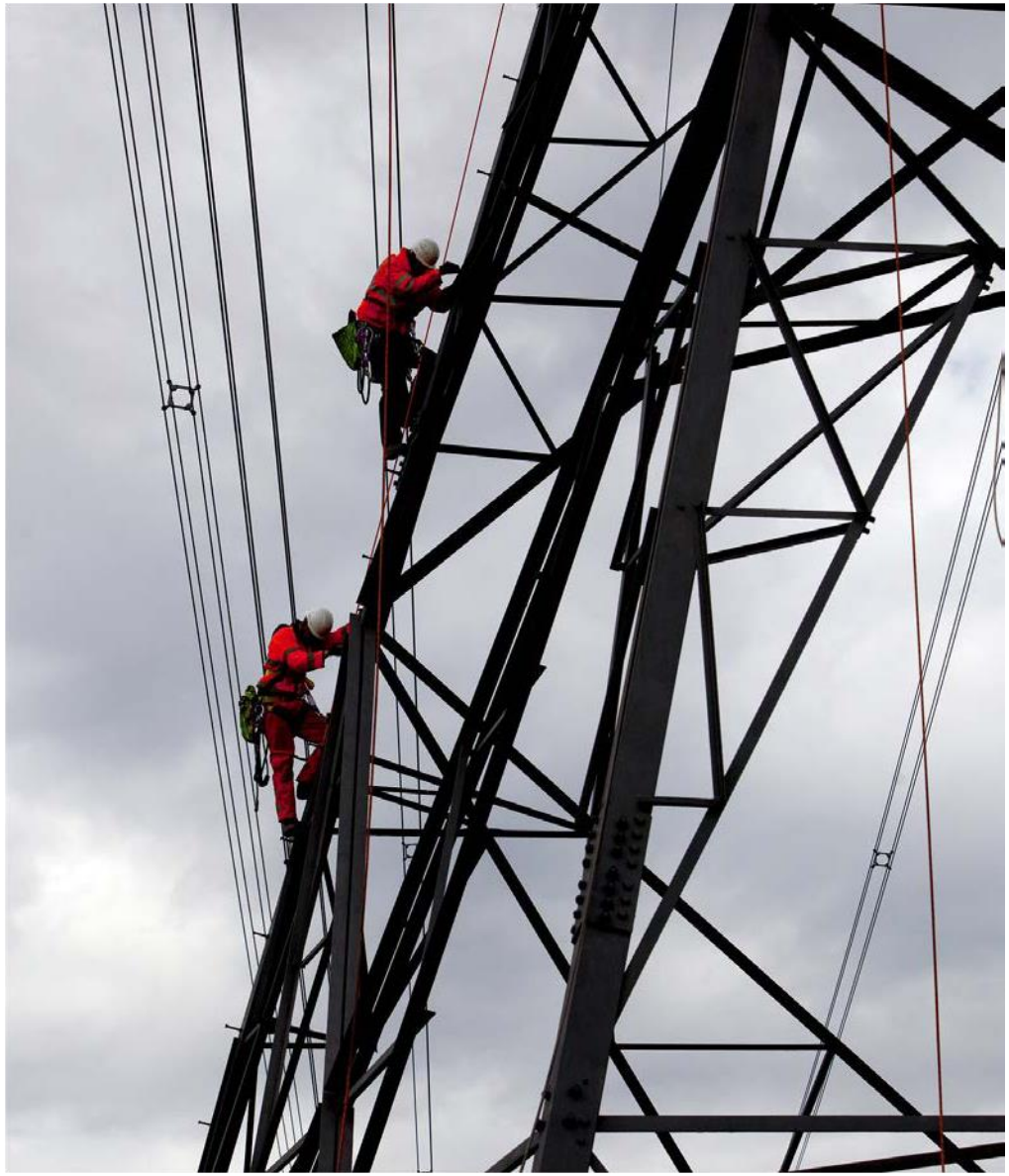

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Fires and firefighting

National Grid does not recommend that any type of flammable material is stored under overhead lines. Developers should be aware that in certain cases the local fire authority will not use water hoses to put out a fire if there are live, high-voltage conductors within 30m of the seat of the fire *(as outlined in ENA TS 43-8)*.

In these situations, National Grid would have to be notified and reconfigure the system – to allow staff to switch out the overhead line – before any firefighting could take place. This could take several hours.

We recommend that any site which has a specific hazard relating to fire or flammable material should include National Grid's emergency contact details (found at the beginning and end of this document) in its fire plan information, so any incidents can be reported.

Developers should also make sure their insurance cover takes into account the challenge of putting out fires near our overhead lines.

Excavations, piling or tunnelling

You must inform National Grid of any works that have the potential to disturb the foundations of our substations or overhead line towers. This will have to be assessed by National Grid engineers before any work begins.

BS ISO 4866:2010 states that a minimum distance of 200m should be maintained when carrying out quarry blasting near our assets. However, this can be reduced with specific site surveys and changes to the maximum instantaneous charge (the amount of explosive detonated at a particular time).

All activities should observe guidance layed out in *BS 5228-2:2009*.

Microshocks

High-voltage overhead power lines produce an electric field. Any person or object inside this field that isn't earthed picks up an electrical charge. When two conducting objects – one that is grounded and one that isn't – touch, the charge can equalise and cause a small shock, known as a microshock. While they are not harmful, they can be disturbing for the person or animal that suffers the shock.

For these reasons, metal-framed and metal-clad buildings which are close to existing overhead lines should be earthed to minimise the risk of microshocks. Anything that isn't earthed, is conductive and sits close to the lines is likely to pick up a charge. Items such as deer fences, metal palisade fencing, chain-link fences and metal gates underneath overhead lines all need to be earthed.

For further information on microshocks please visit **www.emfs.info.**

200m

The minimum distance that should be maintained from National Grid assets when quarry blasting

Specific development guidance

Wind farms

National Grid's policy towards wind farm development is closely connected to the *Electricity Networks Association Engineering Recommendation L44 Separation between Wind Turbines and Overhead Lines, Principles of Good Practice.* The advice is based on national guidelines and global research. It may be adjusted to suit specific local applications.

There are two main criteria in the document:

(i) The turbine shall be far enough away to avoid the possibility of toppling onto the overhead line

(ii) The turbine shall be far enough away to avoid damage to the overhead line from downward wake effects, also known as turbulence

The toppling distance is the minimum horizontal distance between the worst-case pivot point of the wind turbine and the conductors hanging in still air. It is the greater of:

- the tip height of the turbine plus 10%
- or, the tip height of the turbine plus the electrical safety distance that applies to the voltage of the overhead line.

To minimise the downward wake effect on an overhead line, the wind turbine should be three times the rotor distance away from the centre of the overhead line.

Wake effects can prematurely age conductors and fittings, significantly reducing the life of the asset. For that reason, careful consideration should be taken if a wind turbine needs to be sited within the above limits. Agreement from National Grid will be required.

Commercial and housing developments

National Grid has developed a document called *Design guidelines for development near pylons and HVO power lines*, which gives advice to anyone involved in planning or designing large-scale developments that are crossed by, or close to, overhead lines.

The document focuses on existing 275kV and 400kV overhead lines on steel lattice towers, but can equally apply to 132kV and below. The document explains how to design large-scale developments close to high-voltage lines, while respecting clearances and the development's visual and environmental impact.

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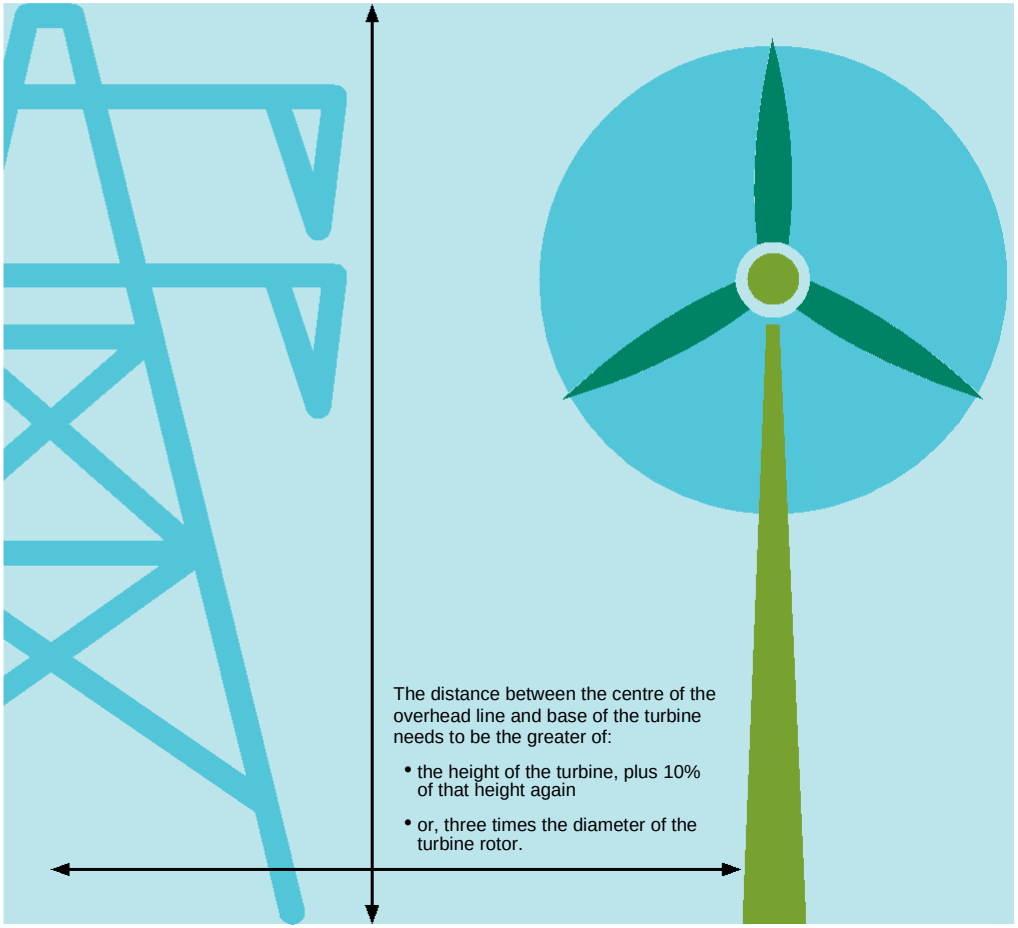
Diagram not to scale



Turbines should be far enough away to avoid the possibility of toppling onto the overhead line

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The advice is intended for developers, designers, landowners, local authorities and communities, but is not limited to those organisations.

Overall, developers should be aware of all the hazards and issues relating to the electrical equipment that we have discussed when designing new housing.

As we explored earlier, National Grid's assets have the potential to create noise. This can be low frequency and tonal, which makes it quite noticeable. It is the responsibility of developers to take this into account during the design stage and find an appropriate solution.

Solar farms

While there is limited research and recommendations available, there are several key factors to consider when designing Solar Farms in the vicinity of Overhead Power Lines.

Developers may be looking to build on arable land close to National Grid's assets. In keeping with the safety clearance limits that we outlined earlier for solar panels directly underneath overhead line conductors, the highest point on the solar panels must be no more than 5.3m from the lowest conductors.

This means that the maximum height of any structure will need to be determined to make sure safety clearance limits aren't breached. This could be as low as 2m. National Grid will supply profile drawings to aid the planning of solar farms and determine the maximum height of panels and equipment.

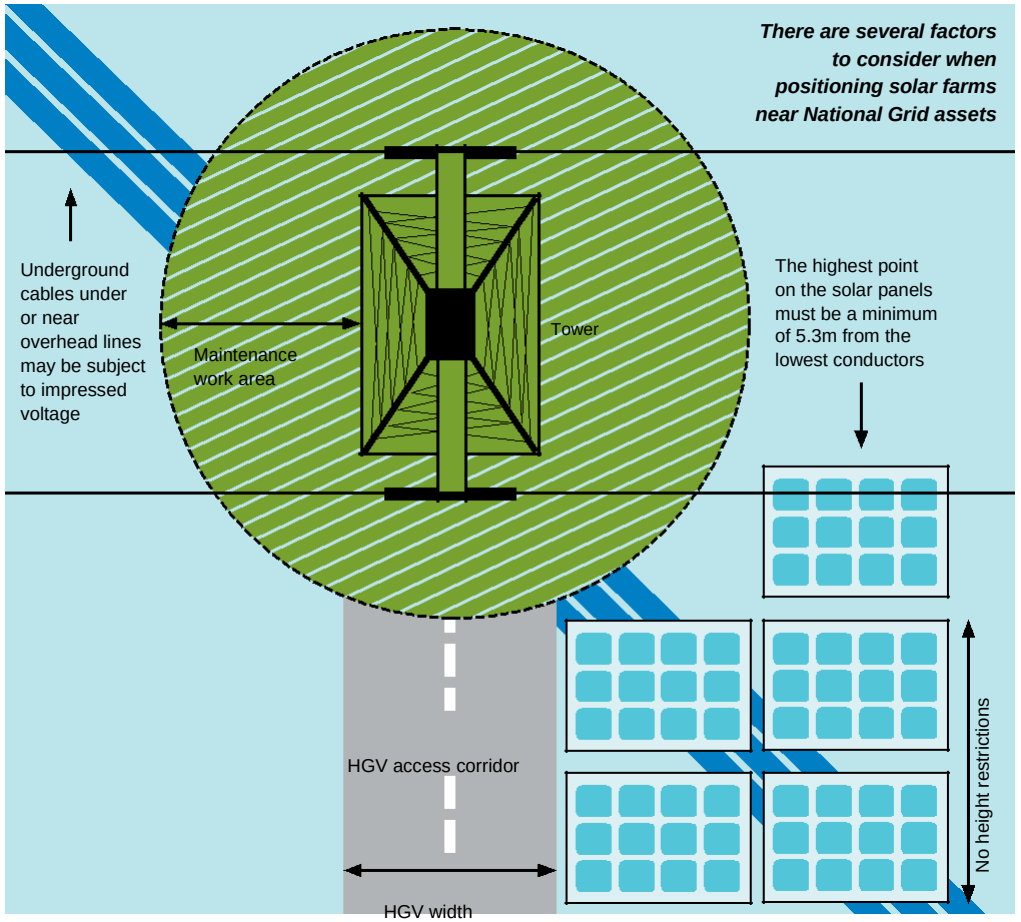
Solar panels that are directly underneath power lines risk being damaged on the rare occasion that a conductor or fitting falls to the ground. A more likely risk is ice falling from conductors or towers in winter and damaging solar panels.

There is also a risk of damage during adverse weather conditions, such as lightning storms, and system faults. As all our towers are earthed, a weather event such as lightning can cause a rise in the earth potential around the base of a tower. Solar panel support structures and supply cables should be adequately earthed and bonded together to minimise the effects of this temporary rise in earth potential.

Any metallic fencing that is located under an overhead line will pick up an electrical charge. For this reason, it will need to be adequately earthed to minimise microshocks to the public.

For normal, routine maintenance and in an emergency National Grid requires unrestricted access to its assets. So if a tower is enclosed in a solar farm compound, we will need full access for our vehicles, including access through any compound gates. During maintenance – and especially re-conductoring – National Grid would need enough space near our towers for winches and cable drums. If enough space is not available, we would require solar panels to be temporarily removed.

Diagram not to scale



Asset protection agreements

In some cases, where there is a risk that development will impact on National Grid's assets, we will insist on an asset protection agreement being put in place. The cost of this will be the responsibility of the developer or third party.

Contact details

Emergency situations

If you spot a potential hazard on or near an overhead electricity line, do not approach it, even at ground level. Keep as far away as possible and follow the six steps below:

- Warn anyone close by to evacuate the area
- Call our 24-hour electricity emergency number: 0800 404 090 (Option 1)[1]
- Give your name and contact phone number
- Explain the nature of the issue or hazard
- Give as much information as possible so we can identify the location – i.e. the name of the town or village, numbers of nearby roads, postcode and (ONLY if it can be observed without putting you or others in danger) the tower number of an adjacent pylon
- Await further contact from a National Grid engineer

[1] It is critically important that you don't use this phone number for any other purpose. If you need to contact National Grid for another reason please use our Contact Centre at www2.nationalgrid.com/contact-us to find the appropriate information or call 0800 0014282.

Routine enquiries

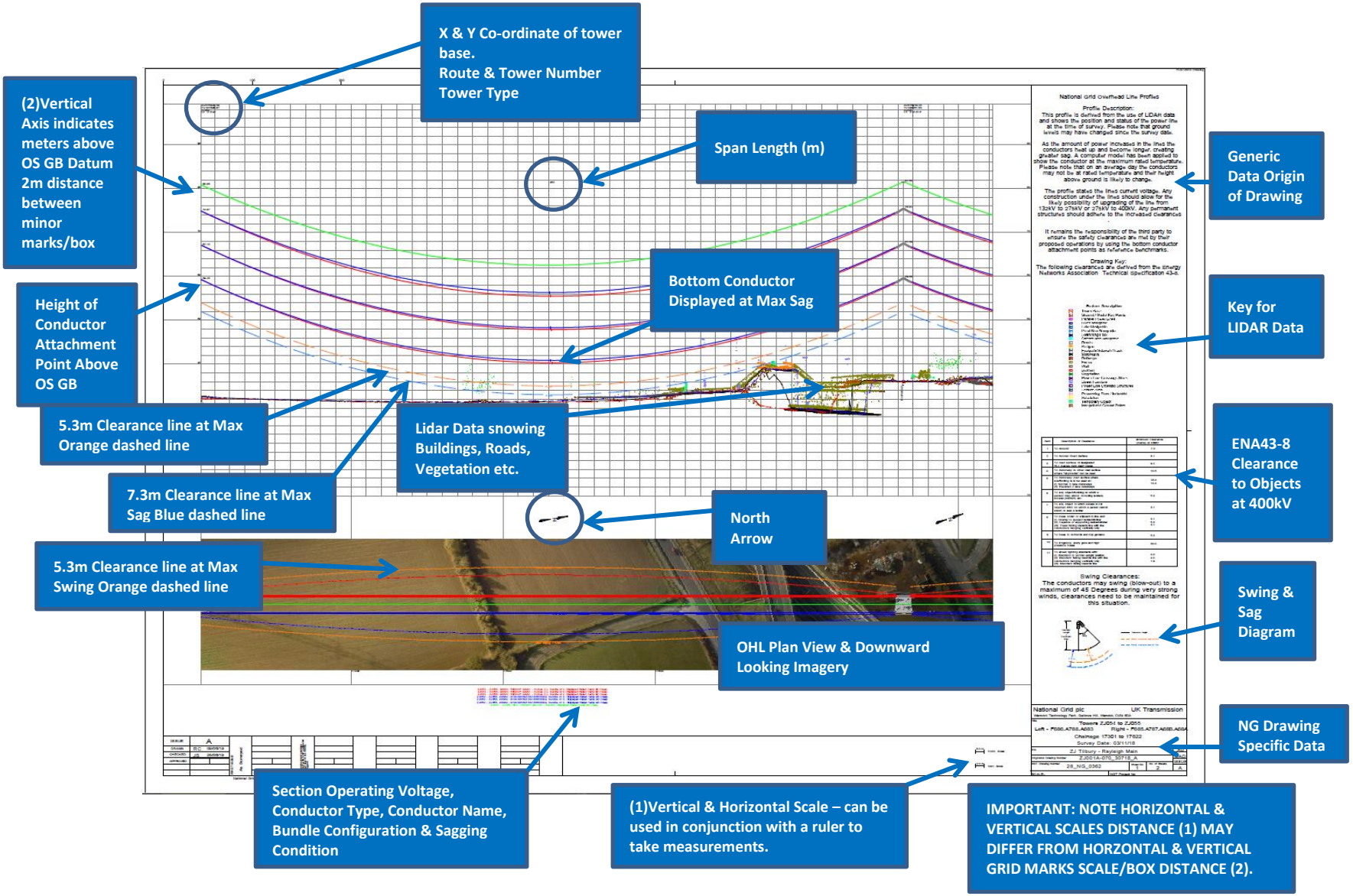
Email:
assetprotection@nationalgrid.com

Call Asset Protection on:
0800 0014282

Opening hours:
Monday to Friday 08:00-16:00

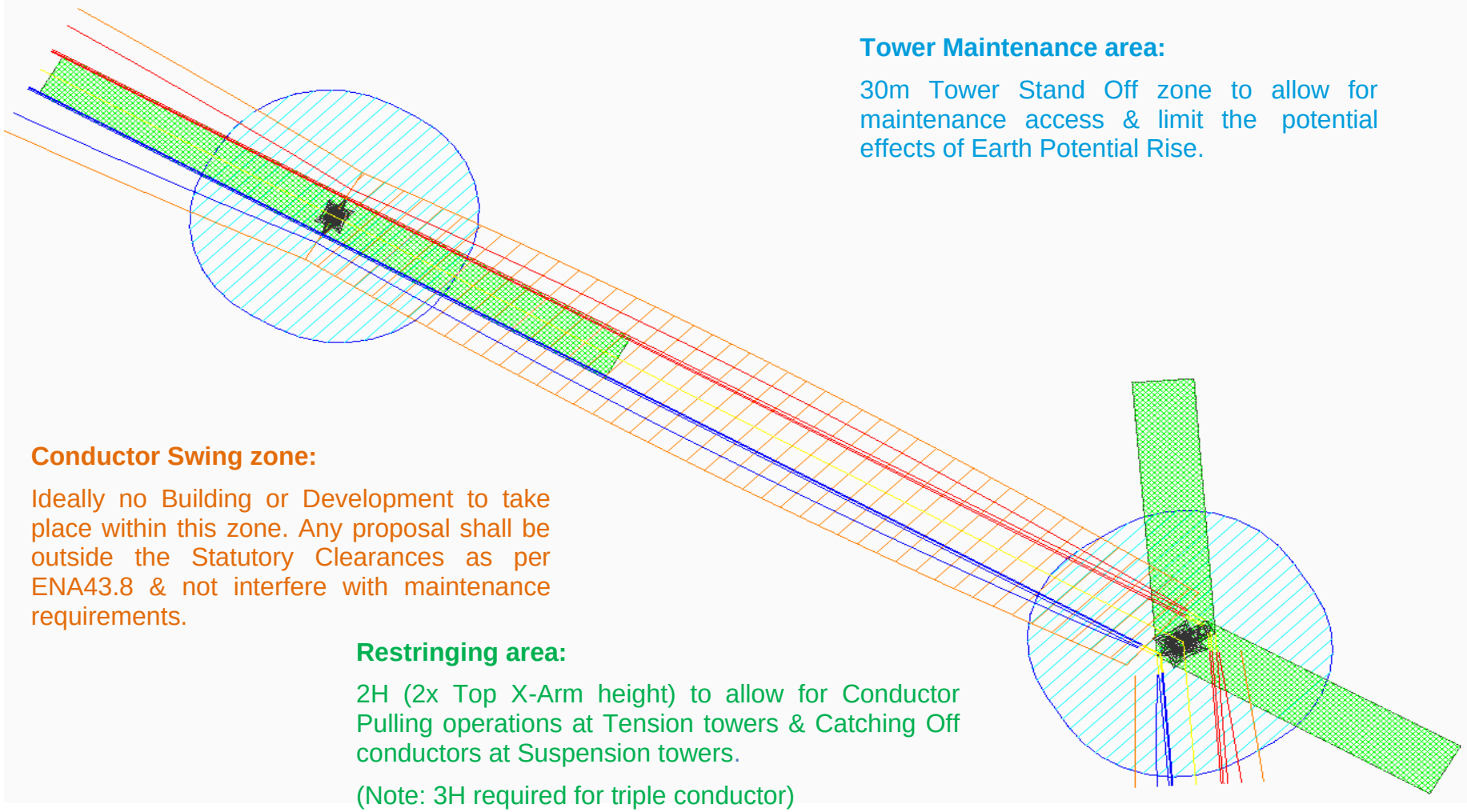
14 APPENDIX A

OHL Profile Drawing Guide



15 APPENDIX B

OHL Tower Stand Off & Reconductoring Area



Tower Maintenance area:

30m Tower Stand Off zone to allow for maintenance access & limit the potential effects of Earth Potential Rise.

Conductor Swing zone:

Ideally no Building or Development to take place within this zone. Any proposal shall be outside the Statutory Clearances as per ENA43.8 & not interfere with maintenance requirements.

Restringing area:

2H (2x Top X-Arm height) to allow for Conductor Pulling operations at Tension towers & Catching Off conductors at Suspension towers.

(Note: 3H required for triple conductor)

From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Sent: 06 October 2025 10:54
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: RE: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification [SG40246]

Our Ref: SG40246

Dear Sir/Madam

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Yours faithfully

NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk

Date: 30 October 2025
Our ref: 529117
Your ref: EN0110025

Stephanie Newman
Planning Inspectorate
lighthousegreen@planninginspectorate.gov.uk

BY EMAIL ONLY

Consultations
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 900

Dear Stephanie Newman

Environmental Impact Assessment Scoping Consultation under Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulation 11

Proposal: Application by LGF Projects Limited (the applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the proposed development)
Location: Port Clarence, near Stockton-on-Tees

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 02 October 2025, received on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities, based on relevant and up to date environmental information, should be undertaken prior to an application for a Development Consent Order (DCO). Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

Natural England is engaged in ongoing pre-application dialogue with the applicant's consultant team ('the Applicant'). Our dialogue thus far has included the key likely environmental risks associated with a project of this type in the proposed location. We acknowledge and welcome the applicant's clear reference to the preliminary status of the order limits, layout and design elements (Section 1.7) and reference to application of the 'Rochdale Envelope' principle accordingly.

In terms of the use of novel technologies in the design of this Scheme Natural England refers the Inspectorate to the Department of Energy Security and Net Zero commissioned project 'Environmental Capacity for Industrial Clusters2'[1]. The scope of this project is relevant to the air quality, water quality and possibly water resources themes needing assessment as part of EIA.

[1] https://www.gov.uk/government/publications/environmental-capacity-for-industrial-clusters

Detailed advice on scoping the Environmental Statement is available in the attached Annex.

For any further advice on this consultation please contact the case officer nick.lightfoot@naturalengland.org.uk and copy to consultations@naturalengland.org.uk.

Yours sincerely

Nick Lightfoot
Senior Officer – Northumbria Area Team

Annex A – Natural England's Advice on EIA Scoping

1. General principles

1.1 The Applicant has started initial engagement with Natural England and our discussions to-date give us confidence that the general principles, as detailed below, of an EIA will be addressed.

1.2 Regulation 11 of the Infrastructure Planning Regulations 2017 - (The EIA Regulations) sets out the information that should be included in an ES to assess impacts on the natural environment. This includes:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases
- Appropriately scaled and referenced plans which clearly show the information and features associated with the development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects and matters requested to be scoped out of further assessment with adequate justification provided[2].
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium, and long term, permanent and temporary, positive, and negative effects. Effects should relate to the existence of the development, the use of natural resources (in particular land, soil, water and biodiversity) and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- An outline of the structure of the proposed ES

2. Cumulative and in-combination effects

2.1 Construction Phase:

2.1.1 Due to the number of developments recently approved or under consideration within the wider Teesside industrial cluster, Natural England has identified that scope exists for the construction phases of multiple schemes to occur concurrently – 'Temporal overlap'.

2.1.2 In this scenario, residual impacts (impacts remaining after mitigation measures are applied) from different schemes may accumulate to result in an adverse effect on SPA's qualifying features or may hinder achieving its conservation

[2] National Infrastructure Planning Advice Note Seven, Environmental Impact Assessment, Process, Preliminary Environmental Information and Environmental Statements (see Insert 2 – information to be provided with a scoping request)

objectives. For example, the unmitigable disturbance arising from one scheme, when experienced by SPA birds subject to similar disturbance from a preceding or subsequent project may overlap and act to cause extended disturbance impacts to the species. To minimise the scope for such 'residual' impacts from e.g. noise and visual disturbance to SPA bird species, relevant mitigation measures for each scheme should aim to fully mitigate the project's effects (alone).

2.1.3 The following table lists development projects Natural England is aware of that should be considered for in-combination effects. Further outline information on each project is set out at Annex B in the form of information provided for the H2Teesside NSIP, together with a Gantt Chart illustrating the 'temporal overlap' involving a number of the schemes. This is not intended to provide an up-to-date list of overlapping projects. Rather, it is illustrative of the potential for construction phases of various projects to overlap and the need for detailed assessment of the potential for in-combination impacts to arise.

Table 1: Plans or projects that Natural England is aware of that might need to be considered in the ES	
Project/Plan	Status
Tees Combined Cycle Power Plant – EN010082	Decided
Net Zero Teesside – EN010013	Decided
Dogger Bank B - EN010051	Decided
H2Teesside – EN070009	Decision
H2NorthEast – EN0710005	Pre-Application
Peak Resources Ltd - R/2017/0876/FFM	Approved
Grangetown Prairie Energy Recovery Facility and associated development - R/2019/0767/OOM	Outline approval
Plastic conversion facility at former Croda Site, Wilton (Redcar) - R/2019/0031/FFM	Approved
York Potash Polyhalite Mine - R/2014/0627/FFM	Approved
Residential development of 1250 homes - R/2014/0372/OOM	Outline approval
Decommissioning and construction of industrial work - R/2020/0357/OOM	Outline approval
Development of a container terminal - R/2006/0433/OOM	Outline approval
39,353 sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking, works to watercourse including realignment and associated infrastructure works. All matters reserved - R/2020/0819/ESM	Outline approval
Outline planning application for development of up to 92,903sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated development - R/2020/0820/ESM	Outline approval
Outline planning application for development of up to 464,515sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated development – R/2020/0821/ESM	Outline approval
Outline planning application for development of up to	Outline approval

Table 1: Plans or projects that Natural England is aware of that might need to be considered in the ES	
Project/Plan	Status
185,806sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated development -	
Outline planning application for development of up to 15,794sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated development - R/2020/0823/ESM	Outline approval
Tees Valley Joint Minerals and Waste Development - MWP8 South Tees Eco Park	Development Plan
1400 dwellings and 750sqm non-residential floorspace - H/2022/0181	Pending
Outline application with all matters reserved for residential development comprising up to 1,200 dwellings of up to two and a half storeys in height and including a new distributor road, local centre, primary school, amenity open space and structure planting – H/2014/0428	Outline approval
Carbon capture facility for energy from waste site - 23/0090/EIS	Pending
500 houses and facilities (in doctors, nursery and schools) - 13/0342/EIS	Outline approval
Residential and facilities (employment and healthcare facilities, retail and landscaping) - 08/3644/EIS	Outline approval
Development of new quay - R/2020/0685/ESM	Approved
Lithium Hydroxide Monohydrate manufacturing plant - R/2022/0773/ESM	Approved
Mineral granulation and storage facility - R/2023/0291/ESM	Approved
Energy Recovery Facility - 22/1525/EIS	Approved
Renewable fuels and circular products facility - 23/1019/EIS	Approved
Hydrogen project - R/2023/0179/SCP	Scoping opinion
Green Hydrogen Production Facility and Wind Turbine - 22/2386/SOR	Scoping opinion
Energy from waste facility and associated buildings - 13/2892/EIS	Approved
Application for a Battery Energy Storage System (BESS) on the former landfill site at Cowpen Bewley – 24/2141/FUL	Pending

3. Environmental data

3.1 Natural England has an ongoing working relationship with the Applicant and welcomes discussion of any locally specific datasets that may be relevant to the project. Where possible and relevant, we would encourage the Applicant to incorporate recent surveys undertaken for other proposals in the vicinity. For example, there were extensive surveys undertaken and data collected for the H2Teesside Project. The H2NorthEast Project may also be able to provide surveys or data.

3.2 Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at http://www.naturalengland.org.uk/publications/data/default.aspx.

3.3 Detailed information on the natural environment is available at www.magic.gov.uk. This includes Marine Conservation Zone GIS shapefiles.

3.4 Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

3.5 Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local Wildlife Trust, local geo-conservation group or other recording society.

4. Biodiversity and geodiversity

4.1 The assessment will need to include potential impacts of the proposal upon sites and features of nature conservation interest as well as opportunities for nature recovery through biodiversity net gain (BNG). There might also be strategic approaches to take into account.

4.2 Ecological Impact Assessment (EcIA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EcIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. Guidelines and an EcIA checklist have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

5. Designated nature conservation sites

5.1 International and European sites

5.1.1 The development site is within or may impact on the following **European/internationally designated nature conservation site(s):**

- Teesmouth and Cleveland Coast SPA / Ramsar
- North York Moors SPA / SAC
- Northumbria Coast SPA / Ramsar
- Castle Eden Dene SAC
- Durham Coast SAC

5.1.2 The ES should thoroughly assess the potential for the proposal to affect internationally designated sites of nature conservation importance / European sites, including marine sites where relevant. This includes Special Protection Areas (SPA), Special Areas of Conservation (SAC), listed Ramsar sites, candidate SAC and proposed SPA.

5.1.3 Article 6 (3) of the Habitats Directive requires an appropriate assessment where a plan or project is likely to have a significant effect upon a European Site, either individually or in combination with other plans or projects.

5.1.4 European site conservation objectives are available at http://publications.naturalengland.org.uk/category/6490068894089216.

5.1.5 Detailed information about all designated sites, including conservation advice packages can be found at https://designatedsites.naturalengland.org.uk/.

5.1.6 Natural England's Impact Risk Zones incorporate internationally designated sites and features and can be used to help identify the potential for the development to impact on a European Site. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
Teesmouth and Cleveland Coast SPA/ Ramsar	Over-wintering/passage waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), Knot (Calidris canutus islandica), Redshank (Tringa totanus totanus)	**Direct and indirect habitat loss within the designated site** In-River Works The project includes extensive works within the River Tees, which lies within the Teesmouth and Cleveland Coast SPA/ Ramsar/SSS. This includes all works associated with demolishing two existing jetties, constructing and maintaining a new quay, and dredging to facilitate access. River Crossing The project involves crossing the River Tees, which lies within the Teesmouth and Cleveland Coast SPA/ Ramsar/ SSSI. We note that the method of crossing the River Tees and that the Applicant's preferred option is to utilise existing tunnel infrastructure. The viability of this option should be confirmed. If the viability of using existing tunnel infrastructure cannot be confirmed then the ES should consider a worst-case scenario for crossing the River Tees. The project therefore has the potential to result in direct habitat losses within the designated site, in additional to indirect losses from degradation of habitats during construction (e.g. vibration, HDD tunnel collapse, working areas during construction etc). Natural England advises that direct habitat losses should be avoided in the first instance, and that if existing infrastructure can be utilised to avoid habitat loss (and disturbance to SPA birds from prolonged construction activities) then this should be adopted. All impacts on the designated site from the River Tees Crossing should be assessed with the HRA for the SPA/ Ramsar site and the SSSI assessment for the SSSI interest features.

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
Teesmouth and Cleveland Coast SPA/ Ramsar	Named SPA species (breeding): Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), and Ramsar Site habitats – sand and mudflats, saltmarsh, and freshwater/coastal marsh	**Air quality impacts** <u>Construction, operational and decommissioning</u> The proposed development has the potential to result in air quality impacts on the designated sites. We advise that all emissions from the proposal are assessed for their potential to result in air quality impacts on designated sites. This should include impacts associated with all pollutants to be emitted during construction, operation and decommissioning. Given that this project will employ new technology, there may be novel pollutants or processes for which ecological impact pathways are not well understood. Therefore, we request that the Applicant provides process diagrams for the key operational parts of the project, including the sustainable aviation fuel plant and energy generation facility. See detailed note below, *5.3. Assessment of Air Quality Impacts to SSSI Sand Dune Habitat,* for further advice.
Teesmouth and Cleveland Coast SPA/ Ramsar	Over-wintering/passage waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), Knot (Calidris canutus islandica), Redshank	**Water quality impacts** <u>Construction, operational and decommissioning</u> The proposed development has the potential to result in water quality impacts on the designated sites through discharges from the proposed development, either directly or indirectly into designated sites. This may be in the form of wastewater, effluent or surface water. We advise that all discharges from the site are assessed for their potential to result in water quality impacts on designated sites. This should include impacts associated with pollutants to be discharged during operation, temperature changes and impacts from contaminants from surface water. Details on how contamination from construction activities, maintenance and repair works and decommissioning activities should also be provided. Given that this project will employ new technology, there may be novel pollutants or processes for which ecological

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
	(Tringa totanus totanus) Sand and mudflats, saltmarsh, freshwater/coastal marsh and sand dune habitats	impact pathways are not well understood. Therefore, we request that the Applicant provides process diagrams for the key operational parts of the project, including the sustainable aviation fuel plant and energy generation facility. <u>Water Quality – Nutrient Impacts</u> The Teesmouth and Cleveland Coast SPA/Ramsar is subject to Natural England's advice on elevated nutrient levels. See here for further information: Strategic Solutions: Nutrient Neutrality. As a result, the Applicant should assess the potential for additional Total Nitrogen to be discharged to the catchment of the River Tees, directly or indirectly by the proposed development. Natural England is currently finalising guidance for industrial developers on how to calculate and assess the potential for nutrient impacts. Although this is not yet published, we welcome direct discussions with the Applicant to advise on this matter. We note that the Applicant intends to discharge wastewater effluent to Bran Sands Wastewater Treatment Works (WWTW). To meet their requirements under the Levelling-Up and Regeneration Act, Northumbrian Water Ltd. have committed to constructing a Long Sea Outfall (LSO) from Bran Sands WWTW. This is expected to be operational by 01 April 2030. If this proposal and the LSO are both delivered to schedule, it should be possible to conclude that this proposal will not have nutrient impacts to the Teesmouth and Cleveland Coast SPA/Ramsar. However, in accordance with the Rochdale Envelope approach, we recommend that the ES considers a scenario where the LSO is delayed and the proposal must discharge wastewater either directly or indirectly to the SPA/Ramsar. We strongly recommend that the Applicant engages with Northumbrian Water Ltd. on this matter and we would welcome further discussion with the Applicant on what temporary or bridging mitigation could be implemented, if required.
Teesmouth and Cleveland	Over-wintering/passage	**Novel pollutants from carbon capture technology Air and water – operation phase**

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
Coast SPA/ Ramsar	waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), Knot (Calidris canutus islandica), Redshank (Tringa totanus totanus) Sand and mudflats, saltmarsh, freshwater/coastal marsh and sand dune habitats	Natural England notes that the proposal does not include carbon capture at present. However, if this changes, we have the following advice about potential impacts relating to carbon capture technology: Amine solvents are a potential source of nitrogen if they are released into the atmosphere by air or water, and may contribute to the degradation/ damage of designated site features. Sufficient information should therefore be provided on the carbon capture system, how it is closed loop and how the release of amines will be prevented, both in normal operating conditions and during maintenance/ repair activities. This information is required for the Habitat Regulations Assessment for air and water quality impacts on SPA/Ramsar features, and for the SSSI assessment.
Teesmouth & Cleveland Coast SPA	Over-wintering/passage waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostr	**Loss of functionally linked land (temporary and permanent)** <u>Construction, operation and decommissioning</u> The proposed development has the potential to result in impacts on SPA bird populations through the permanent and temporary direct loss of functionally linked land within the DCO limit. This is land outside of the boundary of the designated site which SPA birds use for essential behaviours such as foraging, roosting and loafing. Functionally linked land outside of the order limit may also be indirectly impacted and become unsuitable for SPA bird use due to loss of open vistas, noise and visual disturbance, and degradation due to air and water pollution.

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
	a avosetta), Knot (Calidris canutus islandica), Redshank (Tringa totanus totanus)	We advise that an assessment of all impacts on functionally linked land (direct loss, indirect loss and disturbance) is scoped into the ES and HRA. We advise that functionally linked land within and adjacent to the DCO limits is identified through non-breeding bird surveys. All areas of functionally linked land should be mapped, and where possible the function of the habitat for SPA birds identified (i.e. roosting or foraging habitat). Where there are to be losses of functionally linked land this should be quantified and assessed for both temporary and permanent losses across the development site as a whole, due to the large scale of the project. Where losses of functionally linked land are identified to be temporary (e.g. during the pipeline construction phase) details should be provided on the time of year when the land will be unavailable for birds, the function it provides and the period of time for reinstatement. Where possible works should be phased so temporary losses of functionally linked land occur outside of the wintering period. We note that the Applicant has committed to undertaking wintering bird surveys using a transect methodology. We recommend consideration of using 'amended' vantage point (VP) surveys, principally following NatureScot's *Recommended bird survey methods to inform impact assessment of onshore wind Farms guidance March 2017 v.2*. Natural England recognises that the NatureScot VP guidance is written for impacts associated with wind turbines, but it is acknowledged in the guidance (page 14) that VP surveys provide useful information and overview of bird usage of a site specifically in relation to potential disturbance and displacement. Natural England considers the use of the NatureScot guidance for VP surveys as an appropriate methodology to be used to assess other developments that can impact on SPA birds. The surveys should cover different tidal states and consideration should also be given to surveys in poor weather/ visibility conditions as large movements of birds

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
		can be observed at this time. Vantage point surveys may also need to take account of surveys at dusk and dawn, depending upon the bird species. Noting the extensive scale of the DCO limits and areas to be surveyed we would advise that mapping individual bird sightings, rather than aggregating or grouping, will serve to inform more reliable impact assessment.
Teesmouth and Cleveland Coast SPA/ Ramsar	Over-wintering/passage waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), Knot (Calidris canutus islandica), Redshank (Tringa totanus totanus)	**Noise and visual disturbance - both within the SPA and functionally linked land** <u>Construction, operation and decommissioning</u> Applicants are advised to undertake modelling to establish any zones of potential bird displacement. NE advise that this is a minimum evidence requirement. To inform an in-combination assessment, where data is limited, Applicants are advised to provide this modelling using reasonable assumptions about other projects in scope, including the length of time that each project may produce noise. We note that the Applicant has proposed a survey buffer for breeding and non-breeding birds of 250m. Natural England recommends that this is extended to 500m to ensure that the surveys are sufficient to capture all potential disturbance impacts. In addition to the width of the survey buffer, Natural England advises that the Applicant should ensure they have two years of survey data from within the last three years to ensure the dataset is robust. This can be supplemented by surveys undertaken for other projects in the vicinity and could be reduced if survey counts are increased. Typically, we would expect survey counts to include high and low tide bi-monthly counts. However, the Applicant could increase the frequency of counts if two years data is either not available or not possible in the delivery timeline. See detailed note below, *5.4 Assessment of Disturbance Impacts to SPA/Ramsar/SSSI Birds,* for further advice.

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
Teesmouth and Cleveland Coast SPA/ Ramsar	Over-wintering/passage waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), Knot (Calidris canutus islandica), Redshank (Tringa totanus totanus)	**Loss of sightlines (operation)** The proposed development includes the building of infrastructure within the SPA and near habitats which SPA birds use, both within and outside of the designated site. The presence of large, infrastructure close to bird habitat can result in negative impacts on waterbirds ranging from increased vigilance when using the habitats and increased predation risk to direct avoidance of habitats. We advise that this impact pathway is scoped into the ES and assessed.
Teesmouth and Cleveland Coast SPA/ Ramsar	Over-wintering/passage waterbirds and breeding sea birds – including named spp. Little Tern (Sterna albifrons), Sandwich Tern (Sterna sandvicensis), Avocet (Recurvirostra avosetta), Knot (Calidris canutus islandica), Redshank (Tringa	**In combination assessment** Given the number of proposed and permitted developments in the vicinity of this project, the ES should include a detailed and robust in-combination assessment. We expect the following impacts to be scoped in: - Marine traffic - Mobilisation of sediments - Noise/visual disturbance - Water quality Please see comments on pages 4 and refer to Annex B - Gantt Chart and table from H2Teesside examination.

Table 2: Potential risk to international designated sites: the development is within or may impact on the following sites		
Site name with link to conservation objective	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
	totanus totanus)	
Castle Eden Dene SAC	H19J0 - Yew dominated woodland	**Air quality impacts – operational phase** The Site Improvement Plan for this SAC notes the need to 'control, reduce and ameliorate atmospheric nitrogen impacts'. Link here - https://publications.naturalengland.org.uk/publication/5362023844020224

5.2 **Nationally designated sites: Sites of Special Scientific Interest**

5.2.1 Sites of Special Scientific Interest (SSSI) are protected under the Wildlife and Countryside Act 1981 (as amended). Further information on the SSSI and its special interest features can be found at www.magic.gov.uk.

5.2.2 Natural England's SSSI Impact Risk Zones can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

5.2.3 The development site is within or may impact on a number of **Site of Special Scientific Interests (SSSI).** These are listed below, with a link to their citation.

5.2.4 The ES should include a full assessment of the direct and indirect effects of the development on the features of special interest within the below listed SSSIs and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects. We have set out specific impact pathways by feature for the Teesmouth and Cleveland Coast SSSI in a second table.

Table 3 - SSSI site names with link to citation
Teesmouth and Cleveland Coast SSSI (Inc Teesmouth National Nature Reserve NNR) https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000255&SiteName=Durham%20Coast&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Lovell Hill Pools SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S2000387&SiteName=Lovell%20Hill%20Pools&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Briarcroft pasture SSSI https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=Briarcroft%20pasture&countyCode=&responsiblePerson=&DesignationType=SSSI

Roseberry Topping SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000120&SiteName=Roseberry%20topping&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
North York Moors SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S2000356&SiteName=North%20York%20Moors&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Saltburn Gill SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000289&SiteName=Saltburn%20Gill&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Whitton Bridge Pasture SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S2000474&SiteName=Whitton%20Bridge%20pasture&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Langbaurgh Ridge SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000256&SiteName=Langbaurgh%20&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Cliff Ridge SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1003961&SiteName=Cliff%20Ridge%20&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Durham Coast SSSI (Inc Durham Coast NNR) https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000255&SiteName=Durham%20Coast&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Hart Bog SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000052&SiteName=Hart%20bog&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Pike Whin Bog SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000785&SiteName=Pike%20Whin%20bog&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Kildale Hall SSSI https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=Kildale%20Hall&countyCode=&responsiblePerson=&DesignationType=SSSI
Hulam Fen SSSI https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=Kildale%20Hall&countyCode=&responsiblePerson=&DesignationType=SSSI
Castle Eden Dene SSSI (inc Castle Eden Dene NNR) https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000738&SiteName=Castle%20Eden%20Dene&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Pinkney and Gerrick Woods SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000085&SiteName=Pinkney%20and%20Gerrick&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Fishburn Grassland SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1006457&SiteName=Fishburn%20grassland&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=

Charity Land SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S2000338&SiteName=Charity%20Land&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Newton Ketton Meadow SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1005078&SiteName=Newton%20Ketton&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=
Boulby Quarries SSSI https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1000219&SiteName=Boulby%20Quarries&countyCode=&responsiblePerson=&SeaArea=&IFCAArea=

5.2.5 Although the proposed development could impact on numerous special interest features of the above listed SSSIs, due to its proximity the Teesmouth and Cleveland Coast SSSI is at higher risk of impacts. Therefore, we have set out below some of the most relevant potential impact pathways from the proposed development to this SSSI. We have not listed all the potential impact pathways to all the special interest features of the abovementioned SSSIs for brevity, but we expect the Applicant to consider them in full.

Table 4: Potential risks to Teesmouth and Cleveland Coast SSSI		
Site name with link to citation	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
Teesmouth and Cleveland Coast (see citation and details here)	Sand dunes and saltmarshes And; A diverse assemblage of invertebrates associated with sand dunes.	**Air quality impacts** Construction phase/Decommissioning – traffic, dust, construction machinery (including generators, NRMM, plant equipment) Operational phase – traffic, process emissions, other predictable emissions related to the operation of the project See detailed note below, *5.3. Assessment of Air Quality Impacts to SSSI Sand Dune Habitat* for further advice.
Teesmouth and Cleveland Coast	Breeding harbour seals Phoca vitulina;	**Noise and Visual Disturbance** Construction/Decommissioning phase and operation phase. Please refer to Section 5.4 below and note that Natural England advises that M-weighted estimates are used as part of modelling to assess the effect of noise on marine mammals. **Changes in Water Quality** Construction/Decommissioning phase and operation phase
Teesmouth and Cleveland Coast	Breeding avocet *Recurvirostra avosetta*, little tern *Sternula*	**Noise and Visual Disturbance** Construction/Decommissioning phase and operation phase

Table 4: Potential risks to Teesmouth and Cleveland Coast SSSI		
Site name with link to citation	**Features which the ES will need to consider**	**Potential impact pathways where further information/assessment is required**
	albifrons and common tern *Sterna hirundo;* And; A diverse assemblage of breeding birds of sand dunes, saltmarsh and lowland open waters and their margins (as well as the specifically named breeding species in the citation)	See detailed note below, *5.4 Assessment of Disturbance Impacts to SPA/Ramsar/SSSI Birds,* for further advice. **Changes in Water Quality (foraging/food resources)** Construction/Decommissioning phase and operation phase
Teesmouth and Cleveland Coast	Non-breeding shelduck *Tadorna tadorna*, shoveler *Spatula clypeata*, gadwall *Mareca strepera*, ringed plover *Charadrius hiaticula*, knot *Calidris canutus,* ruff *Calidris pugnax*, sanderling *Calidris alba*, purple sandpiper *Calidris maritima*, redshank *Tringa totanus* and Sandwich tern *Thalasseus sandvicensis*; And; An assemblage of more than 20,000 waterbirds during the non-breeding season	**Noise and Visual Disturbance** Construction/Decommissioning phase and operation phase See detailed note below, *5.4. Assessment of Disturbance Impacts to SPA/Ramsar/SSSI Birds,* for further advice. **Changes in Water Quality (foraging/food resources)** Construction/Decommissioning phase and operation phase
Teesmouth and Cleveland Coast	All relevant features	Given the number of proposed developments in the vicinity of this project, the ES should include a detailed and robust in-combination assessment. We expect the following impacts to be scoped in: - Air quality - Functionally Linked Land - Marine traffic - Mobilisation of sediments - Noise/visual disturbance - Water quality

5.3 **Assessment of Air Quality Impacts to SSSI Sand Dune Habitat**

5.3.1 *Background*

5.3.1.1 Coastal dune grassland habitats (grey dunes) generally occur on stable dunes and have a high species diversity, as well as many characteristic plant and animal species. They are sensitive to nitrogen deposition (Ndep) arising from air pollution. Changes to the community as a result of Ndep include encroachment of grasses and denser vegetation, outcompeting and overshading more nitrogen sensitive forb and lichen species, and as a result a reduction in the habitat diversity. There can also be increased nitrogen (N) leaching from the habitat, and soil acidification.

5.3.1.2 Historically, there has been a lower critical load for acidic dune grasslands than for calcareous dune grasslands. The latter understood to be less sensitive to small additions of nitrogen at low levels of background deposition. However, a Europe-wide review of critical loads for all habitat types was undertaken in 2022 (Bobbink et al 2022[2]) reflecting emerging evidence of nitrogen impacts on habitats since the last revision in 2011. This identified evidence of ecological changes in both calcareous and acidic dunes at the lower end of the range. Therefore, the range for class N15 (coastal dune grasslands) was revised to 5-15kgN/ha/yr (from 8-15kgN/ha/yr), and this applies to both acidic and calcareous dunes.

5.3.1.3 However, there is evidence that phosphorus (P) limitation can result in a higher critical load range. This is because phosphorus, rather than nitrogen, limits plant growth – so an increase in nitrogen does not result in the usual encroachment of nitrogen-loving species like coarse grasses, where phosphorous is limited. This is most common in calcareous dunes, but not all calcareous dunes are P-limited.

5.3.1.4 Natural England would therefore accept a higher point in the critical load range in detailed assessment (not at screening/ likely significant effect stage) where a site is evidenced to be both calcareous and P-limited.

5.3.2 *Natural England Requirements*

5.3.2.1 As per Natural England's standard approach, screening must be undertaken based on the lowest point of the critical load range for the most sensitive feature on the site. Assuming this is dune grassland, which for Lighthouse Green Fuels I think it is, if a project will result in a Process Contribution of > 1% (alone or in-combination) of 5kgN/ha/yr, it should be scoped in for detailed assessment (either Habitats Regulations Assessment Stage 2 (Appropriate Assessment) or a detailed SSSI impact assessment.

5.3.2.2 Within an appropriate assessment, justification can be made that a higher point in the critical load range can be used, if this is sufficiently evidenced. For calcareous dunes only, Natural England will accept a critical load of 10kgN/ha/yr (the previous lower point of the range) where evidence is provided on dune pH and P status. This can be used as part of the assessment against the site's Conservation Objectives, or whether a SSSI would be harmed by a proposed development. Other factors to consider are outlined in section 5 of NEA001[3].

5.3.2.3 A standard accredited soils test can be used to assess nitrogen and phosphorus

content. An appropriate number of samples should be taken from the dune habitat in the area subject to a >1% Process Contribution. pH must also be recorded at the same locations as soil samples, using a pH meter or other appropriate technique. These must demonstrate a pH>7 to allow the higher critical load to be used. The optimal N:P ratio for most plants is approximately 15:1 (i.e., N limitation occurs when N:P < 14; P limitation occurs when N:P > 16) (Koerselman & Meuleman, 1996 [43], Luo et al 2016[5]). Therefore, if N:P>16, the system is considered to be P-limited, the higher critical load can be used.

5.3.2.4 A point between 10 and 15kgN/ha/yr may be accepted if phosphorus levels are very low indeed (the ratio of N:P >>16). However, Natural England will not accept a level of 15kgN/ha/yr as this is not precautionary. There is evidence that P limitation may not fully protect habitats in the long-term from N-deposition impacts mediated by plant competition[65].

5.3.2.5 In summary, where:

- pH < 7 (acidic) and not P-limited (N:P<16): an assessment should use a critical load of 5kgN/ha/yr
- pH > 7 (calcareous) and P-limited (N:P>16): an assessment should use a critical load of 10kgN/ha/yr
- pH > 7 (calcareous) and not P-limited (N:P<16): an assessment should use a critical load of 5kgN/ha/yr
- pH < 7 (acidic) and P-limited (N:P>16) (considered to be unlikely): an assessment should use a critical load of 5kgN/ha/yr

5.4 **Assessment of Disturbance Impacts to SPA/Ramsar/SSSI Birds**

5.4.1 Teesmouth and Cleveland Coast SPA, Ramsar and SSSI is designated for its wintering and breeding bird populations. Due to the proximity of industrial regeneration projects to the designated sites, there is the potential for projects to result in bird disturbance impacts (visual and noise) during their construction and operational phases, both alone and in-combination.

5.4.2 Natural England advise that the type of noise that could be generated from a project should be clearly defined. This is to ensure that noise evidence is reported using the most relevant metrics for understanding the worst-case scenario. Some types of piling works produce impulsive loud noises, and potential impacts should be established following analysis of the maximum possible sound levels in decibels. For works with less impulsive noises, modelling to understand any increases in average noise levels should be used to understand possible impacts on areas used by SPA/Ramsar/SSSI birds.

5.4.3 Applicants should provide sufficient information to assess if there would be a significant change from baseline noise experienced by sensitive features. Our advice is that a threshold of 55dB can be used to screen out noise impacts and that above 55dB a change of greater than 3dB from the baseline at a location used by a sensitive feature requires further assessment. This further assessment should consider how the features use the site, the frequency of noise events, as well as the maximum (LAmax) and average (LAeq) volume produced by any phase of the development.

5.4.4 Applicants are advised to undertake modelling to establish any zones of potential bird displacement. Natural England advise that this is a minimum evidence

requirement. To inform an in-combination assessment, where data is limited, Applicants are advised to provide this modelling using reasonable assumptions about other projects in scope, including the length of time that each project may produce noise. Modelling should be presented in map form, inclusive of the following data:

- Noise contours using the relevant noise metric. This data should be presented with and without noise-reduction measures.
- Marked buffer distances to account for bird sightlines. This data should be presented with and without screening measures.
- Bird count data at SPA sector level expressed as a percentage of the total SPA population.
- Habitat function.
- The red line boundaries of all projects in scope.

5.4.5 For construction noise impacts, our advice is for works to occur outside of the sensitive times of year for SPA/Ramsar/SSSI bird populations to avoid impacts (September - April). Applicants should as standard incorporate triggers for cold weather winter works suspensions.

5.5 **Marine Biodiversity Comments ~~– Relevant to International and National Designated Sites, and priority habitats and protected species~~**

Section	Topic	Comment	Advice
Table 8.2; Section 8.6.2; Section 8.6.8	Scoping distances	Table 8.2 states that internationally designated sites within 20km of the development area and nationally designated sites within 5km will be within the zone of influence. The table further states that marine habitats up to 250m from the development area are within the zone of influence Section 8.6.2 states that designated sites within 10km have been scoped in; section 8.6.8 states nationally designated sites within 2km are scoped in. Section 8.6.29 notes habitats within 300m of the development site.	We advise that consistency and clarity is required regarding how designated sites and priority habitats are scoped in. We further advise that some pressures can travel a long way such as suspended sediment and underwater noise. Therefore, use of a distance for scoping could result in omission of effects or over-precaution. The Northumbria Coast SPA is within 20km of the development area. We advise referring to our Conservation Advice for the Northumbria Coast when assessing this site.
8.6.7	Habitats in designated sites	In addition to the habitats identified in the EIA scoping document, the following habitats are considered to be	We advise referring to our Conservation Advice for the Teesmouth and Cleveland Coast SPA when assessing this site.

		supporting habitats for the features of the Teesmouth and Cleveland Coast SPA and Ramsar site: • Intertidal biogenic reef: mussel beds • Intertidal mixed sediments • Intertidal rock • Salicornia and other annuals colonising mud and sand • Water column	
8.6.30	Coastal saltmarsh	States that coastal saltmarsh is approximately 2.5km from the development area. Using Magic Maps, we estimate coastal saltmarsh to be approximately 600m from the development area.	We advise that clarity is provided regarding how distances are measured. We advise that edge-to-edge measurements are used rather than centre to centre or centre to edge. However, in some circumstances it may be appropriate to measure distance via the river eg sedimentation.
8.6.32	Sediment contamination	We welcome the use of existing data from Net Zero Teesside and other sources.	We advise that the applicant must provide data which is relevant to the project being assessed. Sediment sampling and analysis to the depth of the capital dredge should be carried out within the area to be dredged. Ongoing maintenance dredging will also require sampling.
8.6.40	Fish section	We defer to the Environment Agency to advise on fish.	We advise that if there are any impacts to fish as a prey species for the SPA / Ramsar / SSSI birds, that should be assessed as such.
8.6.50	Marine mammals	Although the major seal haul-out sites within the Teesmouth and Cleveland Coast SSSI are at Seal Sands and Greatham Creek, seals do use the river up to the Tees barrage.	We advise that seal surveys are carried out in the vicinity of the quay works to determine when and how many of which species pass the development site. Further, we advise that underwater and above water noise modelling is carried out as these pressures can cause disturbance to and a barrier to seals. Mitigation may be necessary to carry out quay works minimising impacts to seals.

Table 8.8	Summary of receptors	Designated sites	NE advise that the quay works are **within** the Teesmouth and Cleveland Coast SPA and SSSI. We advise that the Northumbria Coast SPA is approximately 13km from the development area (see comment on table 8.2 above).
Table 8.8	Summary of receptors	Magic maps appears to show a small amount of intertidal mudflat within the Red Line Boundary as well as being adjacent. Larger mudflats are in close proximity to the development area.	We note that in section 8.9.4, the applicant commits to further surveys. We advise these surveys should be used to clarify the location of mudflats.
Table 8.8	Summary of receptors	Saltmarsh	See comment on 8.6.30 above
Table 8.8	Summary of receptors	Benthic communities	We advise that benthic communities will be present **within** the quay and dredge areas.
Table 8.8	Summary of receptors	Marine mammals	Marine mammals may use the river **within** the red line boundary in the quay / dredge area.
8.9.4	Surveys for PEIR	We welcome the applicants intention to carry out further surveys.	We advise the applicant engages with Natural England (through our DAS contract) to agree the scope and methodology of marine surveys such that the reports fulfil the requirements of the project and environmental assessments.
8.9.4 / 8.9.5	Saltmarsh / seagrass surveys	There is a conflict between these two sections. Section 8.9.4 states surveys will be carried out to confirm saltmarsh and seagrass. Section 8.9.5 states that these are not necessary.	We advise clarity is provided on this point. Further we advise that the baseline data used to support the application is up-to-date and relevant to the project. We advise the applicant engages with us through DAS to confirm whether or not surveys are required and the scope of those surveys.
8.9.5	Seal surveys	It is stated that there is sufficient seal data which focusses on haul-outs. Therefore seal surveys have been deemed unnecessary by the applicant.	We advise that the baseline data used to support the application is up-to-date and relevant to the project. We advise the applicant engages with us through DAS to confirm whether or not surveys are required and the scope of those surveys.

		Seal surveys focus on haul-outs in summer. These surveys appear not to have gained data at the development works area nor during the months of September to May	
8.9.6 – 8.9.13	Mitigation and enhancement	Natural England welcomes designed-in or embedded mitigation and enhancement measures. We recognise the applicant is committed to developing further measures.	We advise the applicant engages with us through DAS to develop further mitigation and enhancement measures.
8.10.1	Dredge disposal	The applicant states that capital and maintenance dredge material will be disposed of at sea.	We advise that thorough sampling and analysis of the dredged area is undertaken to determine whether the spoil if suitable for at-sea disposal. We further advise that if sediment is deemed unsuitable for at-sea disposal, we may require a closed system dredge technique to be used to prevent damage to designated features.
Table 8.9 and table 8.10	Summary of impacts and effects and receptors	We note that shore birds and sea birds are not included in these tables. We assume that they are considered within the column “designated sites”.	We advise clarity is provided that birds are included within this analysis. Furthermore, birds which are not designated or notified features of protected sites have their own protections (e.g. Wildlife and Countryside Act 1981) and should be assessed for impacts.
Table 8.9 and table 8.10	Likely impacts		We advise that the following impacts are added to these tables and assessed for all fauna receptors: • Disturbance to communities due to above water noise and visual stimuli (movement of people, plant and vessels). • Changes to water quality due to contamination from disturbed sediments. • Change in behaviours in fish, **birds** and marine mammals due to changes in visual stimuli (artificial light).

Table 8.11	Scoping		We advise birds are included as a scoping element and are scoped in for construction and operation.
Table 8.11	Scoping marine plants and macroalgae	Plants and algae perform a supportive function within the wider Tees Estuary as a habitat and food source. They could be impacted by impacts other than wash and turbidity.	Natural England advise marine plants and macroalgae are **scoped in** to assessments.
8.12.1	Assessment methodology		We welcome the applicant's proposal to engage with NE on marine aspects of the project.
Table 8.12	Environmental sensitivity		We advise additional categories within the "medium" sensitivity considerations: • Wildlife and Countryside Act 1981 Schedule 1 birds, and schedule 5 animals. • Natural Environment and Rural Communities Act 2006, section 41 habitats and species.
Table 8.13	Magnitude of impacts	We note the subjective nature of the proposed criteria.	We advise the applicant uses evidence based parameters and discusses levels of magnitude with us to reach agreement for assessment.
8.14.1	Habitats Regulations Assessment	We welcome the proposal to carry out HRA screening, and consider Appropriate Assessment and mitigation.	NE advise that the development area is partially located **within** the Teesmouth and Cleveland Coast SPA.
8.15.3	Further surveys	We welcome the intention to carry out further surveys as necessary.	We advise that in addition to the surveys noted within this section, additional bird and seal surveys may be required.

5.6 **Mobilisation of Contaminated Sediments and Protected Sites in the Tees Estuary**

5.6.1 The proposal is located adjacent to and within the River Tees Estuary, and includes activities that are likely to result in the mobilisation of sediments. As such, Natural England has the following comments to ensure that dredging or

other activities that could result in the mobilisation of contaminated sediments are subject to a robust assessment.

5.6.2 Natural England is aware of concerns around potential links between dredging within the Tees estuary and shellfish die-offs along the North Eastern and North Yorkshire coastlines. We acknowledge the results of the DEFRA investigation into these events, and that as of yet, there is no substantial published evidence linking the dredging activity within the Tees to these die-off events. However, given the close proximity of protected sites along the north-east coastline, the ecological impact of these events, and the possibility that new evidence may come to light following further investigations, we encourage the applicant to take a cautious approach when considering any activities that could result in the mobilisation of contaminated sediments within the Tees, and to consult with the relevant experts and authorities using the best available evidence on these matters.

5.6.3 Heavy industrialisation and historic contamination associated with the area justify the inclusion of contaminants in the scoping stage. Contaminants can be effectively 'locked into' the seabed sediments in ports and harbours and subsequent re-mobilisation (e.g., by dredging) can release these contaminants into the water column. Subsequent resettlement of contaminants risks adverse effects on nearby designated sites causing potential harm to qualifying features either directly, or through bioaccumulation of toxins via food chain processes.

5.6.4 Natural England advise that thorough sediment sampling and analysis is carried out prior to dredge activities or other activities which may mobilise sediment.

5.6.5 Natural England advise that our Advice on Operations, within Teesmouth and Cleveland Coast SPA Conservation Advice, is used to assess the impacts of pressures arising from capital and maintenance dredging. As well as all the "medium-high risk" pressures, we advise the following pressures are also assessed: Hydrocarbon & PAH contamination; Synthetic compound contamination (incl. pesticides, antifoulants, pharmaceuticals); Transition elements & organo-metal (e.g. TBT) contamination.

5.6.6 Natural England defer to CEFAS and the Environment Agency for further detailed advice on sediment sampling requirements and impacts related to contaminated sediments.

6. Regionally and Locally Important Sites

6.1 We are not aware that the Applicant has considered regionally and locally important sites through our current engagement. We would welcome the Inspectorate reminding the Applicant that the ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local sites are identified by the local Wildlife Trust, geoconservation group or other local group. The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. They may also provide opportunities for delivering beneficial environmental outcomes.

7. Protected species

7.1 The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017 is explained in Part IV and Annex A of Government Circular 06/2005 Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System.

7.2 Applicants should check to see if a mitigation licence is required using Natural England guidance on licensing Natural England wildlife licences. Applicants can also make use of Natural England's charged service Pre Submission Screening Service for a review of a draft wildlife licence application. Natural England then reviews a full draft licence application to issue a Letter of No Impediment (LONI) which explains that based on the information reviewed to date, that it sees no impediment to a licence being granted in the future should the DCO be issued. This is done to give the Planning Inspectorate confidence to make a recommendation to the relevant Secretary of State in granting a DCO. See Advice Note Eleven, Annex C – Natural England and the Planning Inspectorate | National Infrastructure Planning for details of the LONI process.

7.3 The ES should assess the impact of all phases of the proposal on protected species[3]. Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

7.4 The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

7.5 Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

7.6 The ES will need to consider the following **Protected species:**

- Bats
- Badger
- Water Vole
- Great Crested Newt
- Otter
- Reptiles
- Birds (including breeding and those protected under Schedule 1 of the Wildlife and Countryside Act).

[3] Terrestrial species should include, but not be limited to great crested newts, reptiles, birds, water voles, badgers and bats (Protected species and development: advice for local planning authorities - GOV.UK). Aquatic and marine species should include, but not be limited to: pinnipeds (seals), cetaceans (including dolphins, porpoises, and whales), fish (including seahorses, sharks, and skates), marine turtles, birds, marine invertebrates, etc (Marine species & wildlife: protection - GOV.UK).

7.7 We note that the Applicant is going to undertake breeding and non-breeding bird surveys of the DCO limit. We would like to highlight that the Teesmouth and Cleveland Coast SPA and SSSI is designated for breeding tern and avocets, therefore all breeding bird surveys should include surveys for signs of these species specifically and all impacts on these species should also be covered in the assessment on the designated site and within the HRA.

7.8 Furthermore, the Applicant has stated a survey buffer of 250m. Natural England recommends that this is increased to 500m to ensure the assessment of potential impacts is precautionary.

8. District Level Licensing for great crested newts

8.1 Natural England notes that field surveys are to be undertaken to confirm the presence of great crested newts within ponds in the DCO limit. If great crested newts are found within ponds which are going to be impacted by the project, Natural England would like to draw the Applicant's attention to our District Level Licencing Scheme for great crested newts.

8.2 Where strategic approaches such as DLL for GCN are used, a Letter of No Impediment (LONI) will not be required. Instead, the developer will need to provide evidence to the Examining Authority (ExA) on how and where this approach has been used in relation to the proposal, which must include a counter-signed Impact Assessment and Conservation Payment Certificate (IACPC) from Natural England, or a similar approval from an alternative DLL provider.

8.3 The DLL approach is underpinned by a strategic area assessment which includes the identification of risk zones, strategic opportunity area maps and a mechanism to ensure adequate compensation is provided regardless of the level of impact. In addition, Natural England (or an alternative DLL provider) will undertake an impact assessment, the outcome of which will be documented in the IACPC (or equivalent).

8.4 If no GCN surveys have been undertaken, Natural England's risk zone modelling may be relied upon. During the impact assessment, Natural England will inform the Applicant whether their scheme is within one of the amber risk zones and therefore whether the Proposed Development is likely to have a significant effect on GCN.

8.5 The IACPC will also provide additional detail including information on the Proposed Development's impact on GCN and the appropriate compensation required.

8.6 By demonstrating that the DLL scheme for GCN will be used, consideration of GCN in the ES can be restricted to cross-referring to the Natural England (or alternative provider) IACPC as a justification as to why significant effects on GCN populations as a result of the Proposed Development would be avoided.

9. Priority Habitats and Species

9.1 Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does

not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

9.2 Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

9.3 An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

9.4 The ES should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species
- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

10. Biodiversity net gain

10.1 The Environment Act 2021 includes NSIPs in the requirement for BNG, with the biodiversity gain objective for NSIPs defined as at least a 10% increase in the pre-development biodiversity value of the on-site habitat. It is the intention that BNG should apply to all terrestrial NSIPs accepted for examination from a date still to be confirmed by the Government. We understand that November 2025 and May 2026 are both options. This includes the intertidal zone but excludes the subtidal zone (an approach to marine net gain is being developed but this will not form part of mandatory BNG). Projects that span both offshore and onshore will be subject to BNG requirements for the onshore components only. Some organisations have made public BNG commitments, and some projects are already delivering BNG on a voluntary basis.

10.2 We note that the Applicant has not committed to delivering a specific percentage BNG.. Therefore, we recommend that the Applicant undertakes detailed habitat assessment and prepares a BNG plan based on the maximum potential provision.

11. Local environmental enhancements

11.1 We would like to draw the Applicant's attention to the following local initiatives:

11.1.1 Natural England's Tees Estuary Nature Recovery Project, which is collaborating with the Tees Valley Nature Partnership to develop a pipeline of investable

propositions. The aim is to focus investment into nature recovery at scale. This includes habitat protection, creation and enhancement, activities to protect specific species, and projects to help people connect with nature in the Tees Estuary. If the Applicant would like to discuss the opportunity that this project offers, we would welcome further discussion.

11.1.2 The Environment Agency's Tees Tidelands programme, which has delivered significant environmental benefits through the realignment of flood defences and re-naturalising the Tees Estuary edges. If the Applicant would like further information, we would be happy to provide contact details.

12. Landscape and visual impacts

12.1 The environmental assessment should refer to the relevant National Character Areas. Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

12.2 The EIA should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA) in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

12.3 A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in Guidelines for Landscape and Visual Impact Assessment 2013 (3rd edition) produced by LI and IEMA. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

12.4 The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

12.5 To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

12.6 The National Infrastructure Commission has also produced Design Principles for National Infrastructure - NIC endorsed by Government in the National Infrastructure Strategy.

13. Connecting people with nature

13.1 The ES should consider the potential impacts on the King Charles III England Coast Path National Trail. The National Trails website www.nationaltrail.co.uk provides further information.

13.2 Natural England notes that impacts to the amenity value of users of this National Trail have been scoped out, as the proposed development will not be a significant change from the existing local landscape. Natural England agrees with this conclusion but would like to highlight the potential for this project to enhance the amenity value of the trail through new or improved Green Infrastructure. We would welcome further discussion about this with the Applicant.

13.3 The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 104 and there will be reference in the relevant National Policy Statement. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

13.4 We also refer the Applicant to the following relevant local projects. Both provide a range of recommendations that will support suitable consideration and dialogue.

- Re-greening the King Charles III England Coast Path
- Re-Framing the Tees (Landscape Architecture Pilot Project)

14. Soils and agricultural land quality

14.1 Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered. Further guidance is set out in the Natural England Guide to assessing development proposals on agricultural land.

14.2 The following issues should be considered and, where appropriate, included as part of the ES:

- The degree to which soils would be disturbed or damaged as part of the development.
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any BMV agricultural land would be impacted.

14.3 This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small

site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).

- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

14.4 Further information is available in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites and The British Society of Soil Science Guidance Note Benefitting from Soil Management in Development and Construction.

15. Air quality

15.1 Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg)[1]. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NOx and SO_2 against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

15.2 The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts of air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

15.3 Natural England has produced guidance for public bodies to help assess the impacts of road traffic emissions to air quality capable of affecting European Sites. Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations - NEA001

[1] Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK

15.4 Information on air pollution modelling, screening and assessment can be found on the following websites:

- SCAIL Combustion and SCAIL Agriculture - http://www.scail.ceh.ac.uk/
- Ammonia assessment for agricultural development https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit
- Environment Agency Screening Tool for industrial emissions https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) – England http://www.airqualityengland.co.uk/laqm

16. Climate change

16.1 The Environmental Statement (ES) should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based Solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

16.2 Further information is available from the Committee on Climate Change's (CCC) Independent Assessment of UK Climate Risk, the National Adaptation Programme (NAP), the Climate Change Impacts Report Cards (biodiversity, infrastructure, water etc.) and the UKCP18 climate projections.

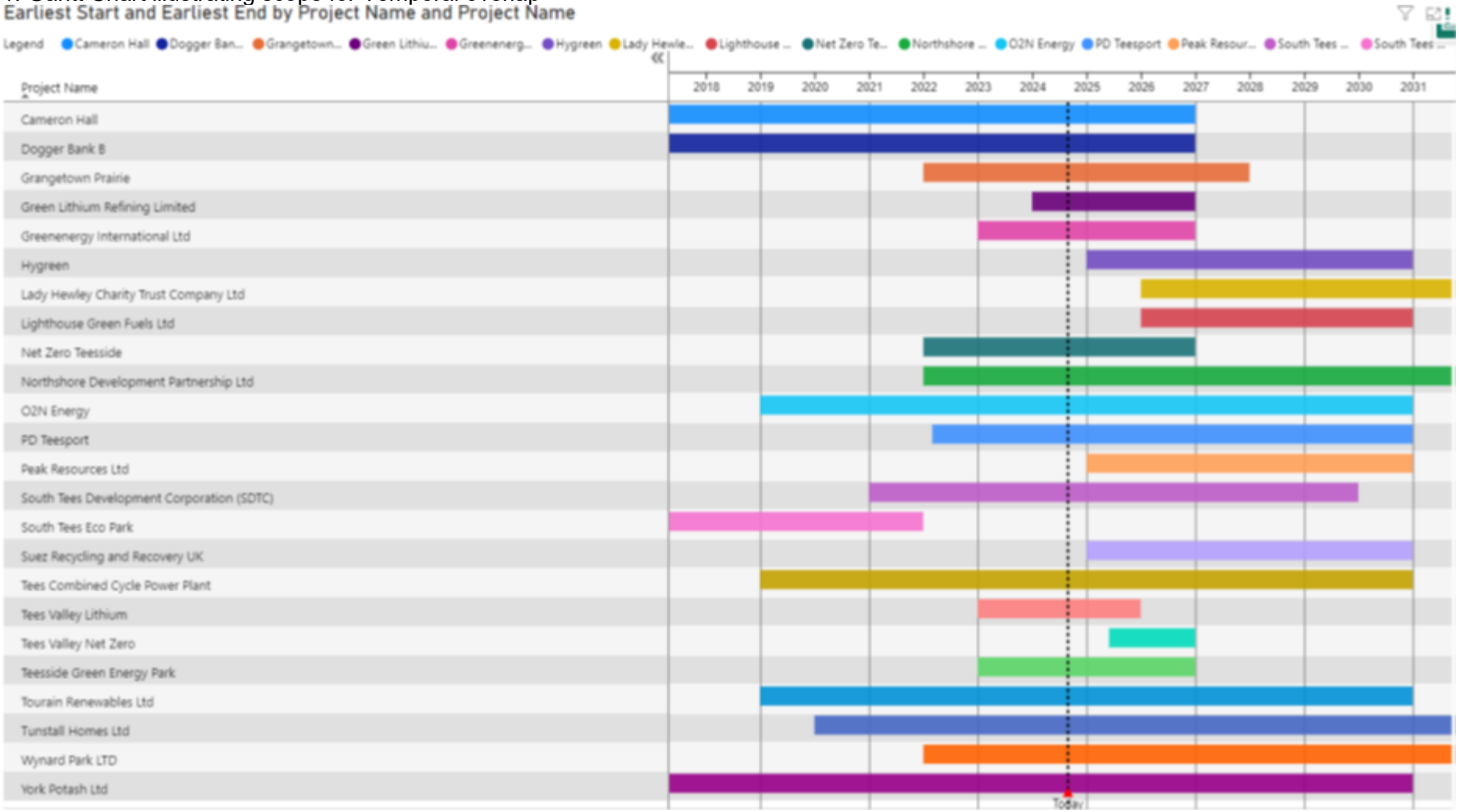
16.3 The Natural England and RSPB Climate Change Adaptation Manual (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed Nature-based Solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's Nature Networks Evidence Handbook (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

16.4 The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's Carbon Storage and Sequestration by Habitat report (2021) and the British Ecological Society's Nature-based Solutions report (2021) provide further information.

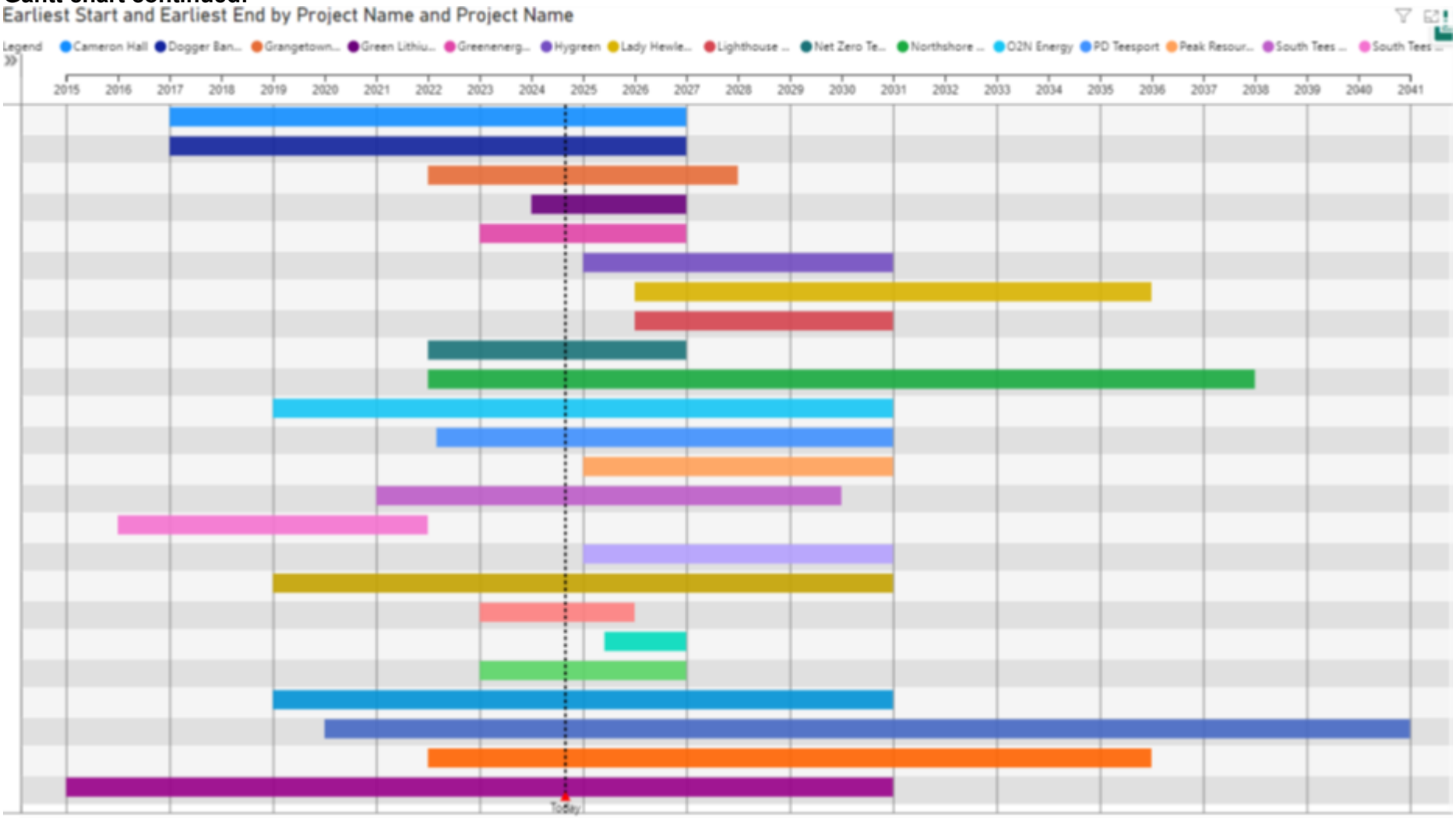
Annex B

Projects for consideration in respect of cumulative and in combination assessment

1. Gantt Chart illustrating scope for Temporal overlap



Gantt chart continued:



2. Excerpt of Excel spreadsheet submitted to H2Teesside examination, providing details of each project shown on the Gantt chat

Application Reference	Planning Stage	Approval/ Response Year	Project Name	Description	Developer	Sector	Start	End
EN010082	Decided	2019	Tees Combined Cycle Power Plant	A gas fired combined cycle gas turbine (CCGT) power station with a maximum generating capacity of up to 1,700 MWe (Tbc). The project will utilise existing Gas and National Grid connections. Main construction period is 2019-2022, with further construction works until 2030	Sembcorp Utilities (UK) Limited	Industrial	01/01/2019	31/12/2030
EN010103	Decided	2024	Net Zero Teesside	A full chain carbon capture utilisation and storage (CCUS) project, comprising a CO2 gathering network, including CO2 pipeline connections from industrial facilities Teesside to transport the captured CO2 (including the connections under the tidal River Tees); a combined cycle gas turbine ('CCGT') electricity generating station with an abated capacity circa 850 gigawatts output (gross), cooling water, gas and electricity grid connections and CO2 capture; a CO2	BP	Industrial	01/01/2022	31/12/2026

				gathering booster station to receive the captured CO2 from the gathering network and CCGT generating station; and the onshore section of a CO2 transport pipeline for the onward transport of the captured CO2 to a suitable offshore geological storage site in the North Sea.				
EN010103	Decided	2024	Net Zero Teesside	Offshore elements to be consented by Marine Licence including CO2 Export Pipeline below MHWS and geologial store and associated facilities.	BP	Industrial	01/01/2025	31/12/2027
EN010051	Decided	2021	Dogger Bank B	Project previously known as Dogger Bank Teesside A&B. Dogger Bank Teesside A & B is the second stage of Forewind's offshore wind energy development of the Dogger Bank Zone (Zone 3, Round 3). Dogger Bank Teesside A & B will comprise up to two windfarms, each with an installed capacity of up to 1.2GW, which are expected to connect to the National Grid at the existing National Grid substation at Lackenby, near Eston. It follows that Dogger Bank Teesside A &	Forewind Ltd	Industrial	01/01/2017	31/12/2026

				B could have a total installed capacity of up to 2.4GW Dogger Bank Teesside A & B is located within The Dogger Bank Zone which comprises an area of 8660 square kilometres (km2) located in the North Sea between 125 kilometres (km) and 290km off the UK North East coast.				
R/2017/0876/FFM	Approved	2018	Peak Resources Ltd	Construction and operation of a mineral processing and refining facility including ancillary development, car parking and landscaping.	Peak Resources Ltd	Industrial	01/01/2025	31/12/2030
R/2019/0767/OOM	Outline	2020	Grangetown Prairie	Energy Recovery Facility and associated development	Director of Regeneration and Neighbourhoods Hartlepool	Industrial	01/01/2022	31/12/2027
R/2019/0031/FFM	Approved	2019	Tourain Renewables Ltd	Plastic conversion facility at former Croda Site, Wilton (Redcar)	Tourain Renewables Ltd	Industrial	01/01/2019	31/12/2030
R/2014/0627/FFM	Approved	2015	York Potash Ltd	Polyhalite mine	York Potash Ltd	Industrial	01/01/2015	31/12/2030
R/2014/0372/OOM	Outline	2016	Lady Hewley Charity Trust Company Ltd	1250 residential development	Lady Hewley Charity Trust Company Ltd	Residential	01/01/2026	31/12/2035
R/2020/0357/OOM	Outline	2020	South Tees Development Corporation (SDTC)	Decomissioning and construction of industrial work	South Tees Development Corporation (SDTC)	Industrial	01/01/2021	31/12/2029

R/2006/0433/OO	Outline	2007	PD Teesport	Development of a container terminal	PD Teesport	Industrial	02/03/2022	31/12/2030
R/2020/0819/ESM	Outline	2022	South Tees Development Corporation (SDTC)	139,353 sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking, works to watercourse including realignment and associated infrastructure works. All matters reserved.	South Tees Development Corporation (SDTC)	Industrial	01/01/2021	31/12/2032
R/2020/0820/ESM	Outline	2022	South Tees Development Corporation (SDTC)	Outline planning application for development of up to 92,903sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated	South Tees Development Corporation (SDTC)	Industrial	01/01/2028	31/12/2031
R/2020/0821/ESM	Outline	2022	South Tees Development Corporation (SDTC)	Outline planning application for development of up to 464,515sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated	South Tees Development Corporation (SDTC)	Industrial	01/01/2021	31/12/2033
R/2020/0822/ESM	Outline	2022	South Tees	Outline planning application	South Tees	Industrial	01/01/2021	31/12/2033

			Development Corporation (SDTC)	for development of up to 185,806sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated	Development Corporation (SDTC)			
R/2020/0823/ESM	PENDING	PENDING	South Tees Development Corporation (SDTC)	Outline planning application for development of up to 15,794sqm (gross) of general industry (Use Class B2) and storage or distribution facilities (Use Class B8) with office accommodation (Use Class E), HGV and car parking and associated	South Tees Development Corporation (SDTC)	Industrial	01/01/2026	31/12/2031
MWP8 South Tees Eco Park			South Tees Eco Park	Tees Valley Joint Minerals and Wate Development	Joint Development	Industrial	01/01/2016	31/12/2021
H/2022/0181	PENDING	PENDING	Wynard Park LTD	1400 dwellings and 750sqm non-residential floorspace	Wynard Park LTD	Residential	01/01/2022	31/12/2035
H/2014/0428	Outline	2019	Tunstall Homes Ltd	Outline application with all matters reserved for residential development comprising up to 1,200 dwellings of up to two and a half storeys in height and including a new distributor road, local centre, primary school, amenity open space and structure planting.	Tunstall Homes Ltd	Residential	01/01/2020	31/12/2040
23/0090/EIS	PENDING	PENDING	Suez Recycling	Carbon capture facility for energy from waste site	Suez Recycling and Recovery	Industrial	01/01/2025	31/12/2030

			and Recovery UK		UK			
13/0342/EIS	Outline	2017	Cameron Hall	500 houses and facilities (in doctors, nursery and schools)	Cameron Hall	Residential	01/01/2017	31/12/2026
08/3644/EIS	Outline	2009	Northshore Development Partnership Ltd	Residential and facilities (employment and healthcare facilities, retail and landscaping)	Northshore Development Partnership Ltd	Residential	01/01/2022	31/12/2037
R/2020/0685/ESM	Approved	2021	South Tees Development Corporation (SDTC)	development of new quay	South Tees Development Corporation (SDTC)	Industrial	01/01/2021	31/12/2041
R/2022/0773/ESM	Approved	2022	Tees Valley Lithium	Lithium Hydroxide Monohydrate manufacturing plant	Tees Valley Lithium	Industrial	01/01/2023	31/12/2025
R/2023/0291/ESM	Approved	2023	Green Lithium Refining Limited	Mineral granulation and storage facility	Green Lithium Refining Limited	Industrial	01/01/2024	31/12/2026
22/1525/EIS	Approved	2024	Teesside Green Energy Park	Energy recovery faciltiy	Teesside Green Energy Park	Industrial	01/01/2024	31/12/2027
23/1019/EI	Approved	2023	Greenenergy International Ltd	renewable fuels and circular products facility	Greenenergy International Ltd	Industrial	01/01/2023	31/12/2026
R/2023/0179/SCP	Scoping Opinion	2023	Hygreen	Hyrdogen project	BP	Industrial	01/01/2025	31/12/2030
22/2386/SOR	Scoping Opinion	2023	Tees Valley Net Zero	Green Hydrogen Production Facility and Wind Turbine	Protium Green Solutions Limited	Industrial	01/06/2025	31/12/2026
13/2892/EIS	Approved	2013	O2N Energy	Energy from waste facility and associated buildings	O2N Energy	Industrial	01/01/2019	31/12/2030

From: Before You Dig <BeforeYouDig@northerngas.co.uk>
Sent: 06 October 2025 15:10
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: RE: EXT:EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

Good afternoon,

NGN has a number of gas assets in the vicinity of some of the identified "site development" locations. It is a possibility that some of these sites could be recorded as Major Accident Hazard Pipelines(MAHP), whilst other sites could contain High Pressure gas and as such there are Industry recognised restrictions associated to these installations which would effectively preclude close and certain types of development. The regulations now include "Population Density Restrictions" or limits within certain distances of some of our "HP" assets.

The gas assets mentioned above form part of the Northern Gas Networks "bulk supply" High Pressure Gas Transmission" system and are registered with the HSE as Major Accident Hazard Pipelines.

Any damage or disruption to these assets is likely to give rise to grave safety, environmental and security of supply issues.

NGN would expect you or anyone involved with the site (or any future developer) to take these restrictions into account and apply them as necessary in consultation with ourselves. We would be happy to discuss specific sites further or provide more details at your locations as necessary.

If you give specific site locations, we would be happy to provide gas maps of the area which include the locations of our assets.

(In terms of High Pressure gas pipelines, the routes of our MAHP's have already been lodged with members of the local Council's Planning Department)

Kind regards,

Francesca Simpson

Administration Assistant

Before You Dig

Northern Gas Networks

1st Floor, 1 Emperor Way

Doxford Park

Sunderland

SR3 3XR

Before You Dig: 0800 040 7766 (option 3)

[redacted]

[redacted]

[redacted]

Alternative contact:

beforeyoudig@northerngas.co.uk

From: Daniel Hasler <[redacted]@PDPorts.co.uk>
Sent: 30 October 2025 15:51
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: Application by LGF Projects Limited (the applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the proposed development) Scoping Opinion consultation

Dear Sir

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations) – Regulations 10 and 11

Application by LGF Projects Limited (the applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the proposed development)

Scoping Opinion consultation

Further to your letter requesting information we consider should be included in the Environmental Statement (ES) for the above-mentioned project.

PD Teesport Limited (PDT) is seeking to work positively with the Applicant and believes that its knowledge and experience of the harbour area can assist the Applicant in successfully advancing its proposals whilst minimising its impacts on surrounding businesses.

The works proposed to be authorised by the project would be constructed within PDT's limits of jurisdiction and the project's construction and operation could potentially adversely affect PDT's harbour undertaking and other harbour users.

PDT considers that the ES should assess impacts arising from the following matters:

1) works in, on and under the River Tees, especially any works that may affect navigation, those which may change the river bed or the ability to dredge the river bed from time to time in accordance with PDT's statutory duties and any works in relation to pipelines or conduits crossing beneath the river and associated riverside portals.

2) The proposed jetty and berth pocket development in the River Tees required for the proposed development.

3) Any obstruction to access within the port/jurisdictional area.

4) Any proposal to utilise the river for the transport/delivery of construction materials.

We recommend the applicant supplies full parameters for any such operations as well as plans, specifications and construction methodologies (including programme and mitigations) in advance to ensure that PDT can comment in good time on the proposed scheme.

Daniel Hasler

Senior Property Manager

From: Adrian Miller <[redacted]@redcar-cleveland.gov.uk>
Sent: 27 October 2025 10:21
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: Planning Act 2008 (as amended) Lighthouse Green Fuels Project

Dear Sir / Madam,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (The EIA Regulations) – Regulations 10 and 11

Application by LGF Projects Limited (the applicant) for an Order granting Development Consent for the Lighthouse Green Fuels Project (the proposed development)

Thank you for your email dated 2 October 2025 in respect of the above matter.

Arrangements were made to consult internally at the Council in respect on the Scoping report only one comment was received from the Council's Conservation Advisor who commented;

My only observations are that the HER (Historic Environment Record) *should be consulted re potential archaeological remains. Also, Eston Nab Scheduled Ancient Monument is beyond the 1km radius but overlooks the site, warranting a mention in the EIA*.

No other comments are made by the Council at this time.

Kind regards

Adrian Miller

Adrian C Miller BA(Hons) Dip TP MRTPI

Head of Planning and Development

Redcar and Cleveland Borough Council

Seafield House

Kirkleatham Street

Redcar TS10 1SP

Tel: [redacted]

Mob: [redacted]

Email: [redacted]@redcar-cleveland.gov.uk

Website: http://www.redcar-cleveland.gov.uk

Follow us on Twitter: @redcarcleveland

Like us on Facebook: facebook.com/redcarcleveland

My usual in-office days are Monday and Tuesday

Upcoming leave:

EIA Scoping Report – Lighthouse Green Fuels Development Consent Order

Royal Mail response – 30/10/2025

Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

Royal Mail's performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Accordingly, Royal Mail seeks to take all reasonable steps to protect its assets and operational interests from any potentially adverse impacts of proposed development.

Royal Mail and its advisor BNP Paribas Real Estate have reviewed the EIA Scoping Report dated 30 September 2025. This infrastructure proposal has been identified as having potential for impact on Royal Mail operational interests. However, at this time Royal Mail is not able to provide a formal consultation response due to insufficient information being available to fully assess the level of risk to its operation and the potential mitigations for any risk.

Therefore, Royal Mail wishes to reserve its position to submit a consultation response/s at a later stage in the application process, if required.

In the meantime, any further consultation information on this infrastructure proposal and any questions of Royal Mail should be sent to:

Holly Trotman ([redacted]@royalmail.com), Senior Planning Lawyer, Royal Mail Group Limited, 185 Farringdon Road, London, EC1A 1AA

Luke Willis [redacted]@struttandparker.com), Planner, Strutt & Parker/ BNP Paribas Real Estate, B1 Brooklands, Clarendon Road, Cambridge, CB2 8Ee

Please can you confirm receipt of this holding statement by Royal Mail.

End

From: Simon Tucker [redacted]@canalrivertrust.org.uk>
Sent: 09 October 2025 10:31
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Subject: RE: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

> You don't often get email from [redacted]@canalrivertrust.org.uk. Learn why this is important

Thank you for your email and attached letter concerning the EIA Scoping and Consultation and Regulation 11 Notification for the Lighthouse Green Fuels Project.

Having reviewed the location of the proposed project relative to our network, the Canal & River Trust do not wish to make comment on the proposals.

Kind Regards

Simon Tucker MSc MRTPI

Area Planner North East, Canal and River Trust

T [redacted]

E [redacted]@canalrivertrust.org.uk

Canal & River Trust

1st Floor, 21 The Calls, Leeds, LS2 7EH

www.canalrivertrust.org.uk

From: Stephen Vanstone [redacted]@trinityhouse.co.uk>
Sent: 27 October 2025 11:05
To: Lighthouse Green Fuels <LighthouseGreen@planninginspectorate.gov.uk>
Cc: Trevor Harris [redacted]@trinityhouse.co.uk>
Subject: RE: EN0110025 - Lighthouse Green Fuels Project - EIA Scoping and Consultation and Regulation 11 Notification

> You don't often get email from [redacted]@trinityhouse.co.uk. Learn why this is important

Good morning Wing/Stephanie,

I note that any marine impact relating to the proposed development area would lie within the jurisdiction of PD Teesport. Therefore, Trinity House advise that any marine impacts should be fully assessed in consultation with PD Teesport and any risk mitigation measures should be agreed with them in the first instance.

Kind regards,

Stephen Vanstone

Navigation Services Manager | Navigation Directorate | Trinity House

[redacted]@trinityhouse.co.uk | [redacted]

[redacted]

TRINITY HOUSE

UK Health Security Agency

Environmental Hazards and Emergencies Department
Seaton House, City Link
London Road
Nottingham, NG2 4LA

nsipconsultations@ukhsa.gov.uk
www.gov.uk/ukhsa

Your Ref: EN0110025
Our Ref: 93729

Ms Stephanie Newman
Senior Environmental Advisor,
Environmental Services
The Planning Inspectorate
Operations Group 3
Temple Quay House
2 The Square
Bristol BS1 6PN

23rd October 2025

Dear Ms Newman,

Nationally Significant Infrastructure Project
Lighthouse Green Fuels Project EN0110025
Scoping Consultation Stage

Thank you for including the UK Health Security Agency (UKHSA) in the scoping consultation phase of the above application. ***Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided below is sent on behalf of both UKHSA and OHID.*** The response is impartial and independent.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.

Having considered the submitted scoping report we wish to make the following specific comments and recommendations:

Environmental Public Health

We understand that the promoter will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in the Environmental Statement (ES). We believe the summation of relevant issues into a specific section of the report provides a focus which ensures that public health is given adequate consideration. The section should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.

In terms of the level of detail to be included in an ES, we recognise that the differing nature of projects is such that their impacts will vary. UKHSA and OHID's predecessor organisation Public Health England produced an advice document *Advice on the content of Environmental Statements accompanying an application under the NSIP Regime*', setting out aspects to be addressed within the Environmental Statement[1]. This advice document and its recommendations are still valid and should be considered when preparing an ES. Please note that where impacts relating to health and/or further assessments are scoped out, promoters should fully explain and justify this within the submitted documentation.

Our position is that pollutants associated with road traffic or combustion, particularly particulate matter and oxides of nitrogen are non-threshold; i.e, an exposed population is likely to be subject to potential harm at any level and that reducing public exposure to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards will have potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure) and maximise co-benefits (such as physical exercise). We encourage their consideration during development design, environmental and health impact assessment, and development consent.

It is noted that the current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields (EMF).

<u>Recommendation</u>

The promoter should assess the potential public health impact of EMFs arising from any electrical equipment associated with the development. Alternatively, a statement should be

[1] https://khub.net/documents/135939561/390856715/Advice+on+the+content+of+environmental+statements+accompanying+an+application+under+the+Nationally+Significant+Infrastructure+Planning+Regime.pdf/a86b5521-46cc-98e4-4cad-f81a6c58f2e2?t=1615998516658

provided explaining why EMFs can be scoped out. For more information on how to carry out the assessment, please see the document entitled, *Advice on the content of Environmental Statements accompanying an application under the NSIP Regime*[1].

Yours sincerely

On behalf of UK Health Security Agency

Please mark any correspondence for the attention of National Infrastructure Planning Administration.