The Lighthouse Green Fuels Order

Application Reference: EN0110025

Applicant: LGF Projects Limited

Consultation Report Appendix Part 4 – Appendix E-F

Document Reference: 5.1.5

Revision: 00

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009: Regulation 5(2)(q)

Document Information

Author	[Cavendish Consulting]
Document Title	[Consultation Report Appendix Part 4]
Document Ref	[5.1.5]

Revision record

00	Purpose	DCO Application Submission
	Date	September 2026

Information Classification

Information Classification	Date	Reason
Public	September 2026	Proprietary information which will have no impact on the company if disclosed publicly

Contents

Appendix E1 Notifications of statutory consultation to non-prescribed consultees 5
Annex E1-1 List of non-prescribed consultees consulted during statutory consultation 5
Annex E1-2 Statutory consultation letter to non-prescribed consultees 14
Annex E1-3 Statutory consultation launch email to non-prescribed consultees 18
Annex E1-4 Reminder email to non-prescribed consultees 20
Appendix F1 Community newsletter 23
Appendix F2 Consultation brochure 27
Appendix F3 Consultation feedback form 43
Appendix F4 Freepost envelope 49
Appendix F5 Non-Technical Summary of PEIR 51
Appendix F6 Consultation poster and locations 82
Annex F6-1 Consultation poster 82
Annex F6-2 List of Consultation poster locations 84
Appendix F7 Consultation banners 87
Appendix F8 Photos of consultation event 91
Annex F8-1 Photo of High Clarence Primary Academy event 91
Annex F8-2 Photo of Billingham Forum event 93
Annex F8-3 Photo of Billingham Rugby Club event 95
Annex F8-4 Photo of second Billingham Rugby Club event 97
Appendix F9 Photos of Billingham Library deposit point 99
Appendix F10 Example of social media posts during statutory consultation 101
Appendix F11 Website screenshots 104
Annex F11-1 Screenshot showing consultation materials could be downloaded 104
Annex F11-2 Screenshots of digital version of the feedback form 106

Annex F11-3 Screenshots of website during statutory consultation 112
Appendix F12 Webinar presentation 122
Appendix F13 Statutory consultation media engagement 151
Annex F13-1 Statutory consultation launch press release 151
Annex F13-2 List of media outlets the press release was distributed to 156
Annex F13-3 Media Coverage 158
Appendix F14 Additional statutory consultation event 170
Annex F14-1 Statutory consultation update letter sent to S47 consultees 170
Annex F14-2 Statutory consultation additional event advert 173
Annex F14-3 Media coverage of additional event advert 175
Annex F14-4 Social media posts for additional event 178
Appendix F15 Proposed Order Limits 181
Appendix F16 Overview of Proposed Order Limit 184

Appendix E1 Notifications of statutory consultation to non-prescribed consultees

Annex E1-1 List of non-prescribed consultees consulted during statutory consultation

Community and Sports Groups
2nd Billingham Scout Group
8th Billingham Scout Group
Allington House Care Home
Billingham Amateur Swimming Club
Billingham and Stockton Borough Foodbank
Billingham Angling Club
Billingham Bowling Club
Billingham Boxing Academy
Billingham Environmental Link Programme (BELP)
Billingham Family Hub
Billingham Forum
Billingham Golf Club
Billingham Karate Club
Billingham Legacy Foundation
Billingham Marsh House Harriers Running Club
Billingham Rugby Club
Billingham Silver Band
Billingham Residents
Billingham Stars Ice Hockey Club
Billingham Synthonia Chess Club
Billingham Synthonia Cricket Club
Billingham Town Council
Billingham Town Football Club
Briardene Care Home
Clarences Resource & Community Centre
Cleveland Kickboxing Club
Cowpen Bewley Residents Association
Green Lodge Care Home
Hadrian Park Care Home
High Grange Community Centre
Low Grange Community Centre
Marsh House Community Centre
Mavericks Netball Club
Monkseaton Community Hall
Old Billingham Community Centre
RBL – Billingham Branch
Tees River Rescue
RNLI - Redcar
South Bank Community Land Trust
St Columba's URC
Synthonia Aikido Club Billingham
Synthonia Scouts

Tees Valley Local Access Forum
Wolviston County Community Centre

Environment Groups
Tees Valley Wildlife Trust
Teesmouth Bird Club
Campaign for the Protection of Rural England (North and East Yorkshire) (CPRE)
Campaign for the Protection of Rural England
Tees River Trust
Royal Society for the Protection of Birds (RSPB)
RSPB Salthome Nature Reserve
Teesmouth Seal Rescue and Coastal Conservation Centre
Billingham Tidy Up Group
Teesside Environmental Trust
Teesmouth National Nature Reserve
Tees Valley Nature Partnership
The Land Restoration Trust
Industry Nature Conservation Association (INCA)

Education
Roseberry Primary School
Billingham South Primary School
High Clarence Primary School
Oakdene Primary School
Our Lady of the Most Holy Rosary Catholic Academy
Pentland Primary School
Priors Mill Primary School
St John the Evangelist Catholic Primary School
St Joseph's Catholic Primary School
Northfields School & Sports College
St Michael's Catholic Academy
Ash Trees Academy
Bishopton Pru
Bede Sixth Form College
Teesside University
Durham University

Media
BBC North East and Cumbria (Look North)
BBC Radio Tees
The Northern Echo
Teesside Live
ITV News Tyne Tees
Virgin Media

BT

Government
Shadow Secretary of State for Transport
Parliamentary Under-Secretary of State for Aviation, Maritime and Security
Energy Security and Net Zero Committee Chair
Minister of State (Department for Energy Security and Net Zero)
Parliamentary Under-Secretary of State at Department for Energy Security and Net Zero
Parliamentary Under-Secretary of State (Department for Transport)
Parliamentary Under-Secretary of State (Department for Transport)
Chris McDonald (Host MP)
Anna Turley (Neighbouring MP)
Andy McDonald (Neighbouring MP)
Luke Myer (Neighbouring MP)
Matt Vickers (Neighbouring MP)
Alan Strickland (Neighbouring MP)
Jonathan Brash (Neighbouring MP)

Seldom heard groups
Age UK Teesside
Active Travel England
BCT Aspire
Billingham Baptist Church
Billingham Team Parish
Billingham Spiritualist Church
Catalyst Stockton
Cleveland Wheelers
Cleveland and Teesside Local History Society
CHILD Deaf Youth Project
Corner House Youth Project
Re-engage
Deaf Empowering Network
Five Lamps
Hart Gables
MeSign
New Life Church
North Billingham Methodist Church
Permanent Gypsy, Roma and Traveller sites (Durham)
Royal Naval Association
Tees Active
Teesside and District Society for the Blind
Tees Valley Community Foundation
Tees Valley Rural Action

The Church of Jesus Christ of Latter Day Saints
The Halcyon Centre
The Special Educational Needs and Disabilities (SEND) and Inclusion Service
South Bank Baptist Church
St Columba's URC
St Thomas of Canterbury
Sustrans

Industry groups and business landowners
Able
Air Products
Arch Chemicals
Anglo American Woodsmith (Teesside) Limited
Augean North Limited
Augean PLC
BOC Limited
BOC Gas & Gear
CATS Terminal
CF Fertilisers UK
ConocoPhillips/NorSea UK
Cory Brothers Shipping
Crown Estate
DOW
East Coast Cluster
Eco2
Elba Securities Limited
Evides
Exolum Riverside
Exolum Seal Sands
Green Lizard Limited
Greenergy
Green Lizard Land Limited
Green Lizard Estate Limited
Green Lizard Rail Limited
Halcyon Tankers Limited
Hartlepool Development Corporation
H2Teesside Limited
H2 North East
Industrial Chemicals Group Limited
Ineos Nitriles (UK) Limited
Ineos UK SNS Limited
Inovyn Chlorvinyls Limited
Intertek Middlesbrough
KD Pharma

Kellas
KSC (Port Clarence) Ltd
Legal & General Assurance (Pensions Management) Limited
Lianhetech
Middlesbrough Development Corporation
Mitsubishi Chemical Methacrylates Billingham
N+P Subcoal Production Teesside
Navigator Terminals North Tees
Navigator Terminals Seal Sands
Net Zero North East England
Net Zero Teesside/Northern Endurance Partnership
North East & Yorkshire Net Zero Hub
North East England Chamber of Commerce
North East England Climate Coalition
North East LEP
Northern Gas Networks Limited
Northern Powerhouse Partnership
Northumbrian Water Limited
PD Ports Teesport Limited
Port Clarence Energy Limited
Port Clarence Logistics Limited
px(TGPP) Ltd
Sabic NORTH TEES SITE
Scott Bros. Environmental Services Limited
Sembcorp Utilities (UK) Limited
South Tees Development Corporation
Svitzer Marine Limited
Tees Valley Business Board
Teesside International Airport
Teesside University
Net Zero North East England
Wilton Engineering
Vertellus Specialities UK Ltd

Host and Neighbouring local authorities	
Stockton-on-Tees Borough Council (Host local authority)	
Mr Mike Greene	Chief Executive
Cllr Stephen Richardson	Mayor
Cllr Lisa Evans	Leader of Stockton-on-Tees Borough Council, Labour Group Leader, Corporate Parenting Board Chair, Health and Wellbeing Board Chair
Cllr Paul Rowling	Deputy Leader of the Council, Cabinet Member for Resources and Transport and Crime and Disorder Select Committee Vice-Chair

Cllr Nigel Cooke	The Cabinet Member for Environment, Leisure and Culture, Appeals and Complaints Committee vice-Chair, Stockon Home Safety Association Vice-Chair
Cllr Katie Weston	Councillor for Billingham South Ward
Cllr Paul Weston	Councillor for Billingham South Ward
Cllr Michelle Bendelow	Councillor for Billingham East Ward
Cllr Mick Stoker	Councillor for Billingham East Ward
Cllr Norma Stephenson	The Cabinet Member for Access, Communities and Community Safety
Cllr Richard Eglington	The Cabinet Member for Regeneration and Housing
Cllr Pauline Beall	The Cabinet Member for Adult Social Care
Chris Renahan	Assistant Director, Inclusive Growth and Development
Cllr Mick Stoker	Chair of the Planning Committee
Cllr Michelle Bendelow	Vice-Chair of the Planning Committee
Cllr Carol Clarke	Member of the Planning Committee
Cllr Dan Fagan	Member of the Planning Committee
Cllr Lynn Hall	Member of the Planning Committee
Cllr Eileen Johnson	Member of the Planning Committee
Cllr Elsi Hampton	Member of the Planning Committee
Cllr Andrew Sherris	Member of the Planning Committee
Cllr Tony Riordan	Member of the Planning Committee
Cllr Norma Stephenson	Member of the Planning Committee
Cllr Jim Taylor	Member of the Planning Committee
Cllr Sylvia Walmsley	Member of the Planning Committee
Cllr Barry Woodhouse	Member of the Planning Committee
Ms Dianne Buckton	PA to Deputy Chief Executive and Director of Finance, Dev elopment and Regeneration
Elaine Atkinson	Principal Planning Officer
Cllr Alec Brown	Leader of the Council
Cllr Carrie Richardson	Deputy Leader of the Council and cabinent member for Climate and Culture
Cllr Neil Bendelow	Chair of the Council and South Bank Ward Councillor
Cllr Ian Hart	Redcar and Cleveland's Mayor
Cllr Jemma Joy	Chair of the Climate & Environment Scrutiny & Improvement Committee
Cllr Ceri Cawley	Councillor for Dormanstown Ward and Deputy Mayor of the Council
Cllr Debbie Poway	Councillor for Dormanstown Ward
Cllr Stuart Smith	Chair of the Regulatory Committee
Cllr Neil Bendelow	Deputy Chair of the Regulatory Committee
Cllr Marian Fairley	Member of the Regulatory Committee
Cllr Tim Gray	Member of the Regulatory Committee
Cllr Ian Hart	Member of the Regulatory Committee
Cllr Malcolm Head	Member of the Regulatory Committee
Cllr Paul McInnes	Member of the Regulatory Committee
Cllr Stephen Martin	Member of the Regulatory Committee

Cllr Margaret O'Donoghue	Member of the Regulatory Committee
Cllr Lynn Pallister	Member of the Regulatory Committee
Cllr Carl Quartermain	Member of the Regulatory Committee
Cllr Vera Rider	Member of the Regulatory Committee
Cllr Philip Thompson	Member of the Regulatory Committee
Ms Sue Fenwick	Cabinet Support Officer
Adrian Miller	Head of Planning and Development
Chris Cooke	Mayor
Cllr Philippa Storey	Deputy Mayor
Cllr Jack Banks	Chair of the Council
Cllr John Kabuye	Vice-Chair of the Council
Cllr Peter Gavigan	Executive member for environment
Cllr Linda Lewis	Councillor for Central Ward
Cllr Lewis Young	Councillor for Central Ward
Cllr Zafar Uddin	Councillor for Central Ward
Cllr Janet Thompson	Chair of the Planning Committee
Cllr Julia Rostron	Vice-Chair of the Planning Committee
N/A	Cabinet member/Portfolio Holder for Planning
Katherine Whitwell	Planning Policy Group Leader
Cllr Brenda Harrison	Leader of the Council
Cllr Moss Boddy	Chair of the Planning Committee
Cllr Aaron Roy	Vice-Chair of the Planning Committee
Steve Fletcher	Planning Officer
Kieran Campbell	Planning Officer
Nick Robertson	Planning Officer
N/A	Planning Policy Team
Cllr Stephen Harker	Leader of the Council
Cllr Chris McEwan	Deputy Leader of the Council
Cllr Ian Haszeldine	Chair of the Planning Committee
Cllr Sonia Kane	Mayor
Mr Dave Coates	Planning Officer
Cllr Andrew Husband	Leader of the Council
Cllr Darren Grimes	Deputy Leader of the Council
Cllr Jillian Campbell	Chair of the Planning Committee
Cllr Karen Allison	Portfolio Holder for Neighbourhoods and Environment
Cllr Gary Hutchinson	Mayor
John Hewitt	Chief Executive
Mark Jackson	Corporate Director of Neighbourhoods and Environment
N/A	Planning
Louisa Ollivere	Senior Planning Officer
Cllr Carl Les	Leader of the Council
Cllr Gareth Dadd	Deputy Leader of the Council
Cllr Andy Paraskos	Chair of the Strategic Planning Committee
Cllr Richard Foster	Executive Member for Managing our Environment

Cllr George Jabbour	Chair
Richard Flinton	Chief Executive
Karl Battersby	Corporate Director of Environment
Vicky Perkin	Planning Officer
Sam Witham	Planning Officer

Annex E1-2 Statutory consultation letter to non-prescribed consultees

Dear Sir/Madam,

Lighthouse Green Fuels Statutory Consultation: Tuesday 2 December 2025 to Tuesday 13 January 2026

I'm writing to let you know that we have launched our statutory consultation on plans for the Lighthouse Green Fuels Project on a site at Seal Sands, Stockton-on-Tees.

Lighthouse Green Fuels is a sustainable aviation fuel (SAF) production project that will play a vital role in the UK's net zero ambitions and climate goals. Located in the industrial area of Seal Sands on the bank of the River Tees, the proposed development is expected to be the UK's first commercial scale, second-generation SAF production facility.

The main project site for Lighthouse Green Fuels will be located in the borough of Stockton-on-Tees. The site is divided into the main site, where the SAF production facility will be located, and wider site including associated access and utility connection corridors. Some of these corridors will extend across the Tees and into the borough of Redcar and Cleveland.

This proposal is a revised iteration of an earlier project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and strategic improvements and is considered a new scheme under planning legislation. The new location of the proposed SAF facility is 500 metres north of the previous site. This new location has been chosen due to its suitability, size and proximity to necessary infrastructure to support SAF production. This larger, consolidated site will be able to accommodate the full SAF process in one location.

Lighthouse Green Fuels is classed as a project of national significance and will be subject to the Development Consent Order (DCO) planning process, meaning that the final decision on whether the project is consented will be made by the Secretary of State for Energy Security and Net Zero.

We are now consulting with the community and stakeholders on our proposals and will use feedback to finalise the design ahead of a DCO submission next year.

We would greatly appreciate the opportunity to arrange a meeting with yourself to discuss our plans in more detail. Your insight and guidance would be critical in helping to deliver a project that not only contributes to national climate goals, but also provides tangible benefits to the local community.

About Alfanar

Lighthouse Green Fuels is being developed by LGF Projects Ltd. This is wholly owned by the Alfanar Group, a global project development, manufacturing and engineering group headquartered in Saudi Arabia.

Lighthouse Green Fuels has developed significant in-house feedstock-to-SAF expertise. This experience will be utilised to construct and operate the Lighthouse Green Fuels Project.

Have your say

Our statutory consultation runs from **Tuesday 2 December 2025 to Tuesday 13 January 2026.**

Please find enclosed with this letter a copy of the statutory consultation information booklet, newsletter, and feedback questionnaire. These documents, along with a preliminary

environmental information report (PEIR), a non-technical summary (NTS) of the PEIR, and online feedback questionnaire are available to view on our website: www.lighthousegreenfuels.co.uk/consultation.

We will be hosting three in-person events during the consultation period to allow the community to view the plans and speak to members of the project team. In addition to these events, we will also be hosting three online webinars as an alternative for those unable to attend in-person. You will find a full list of event details below:

Date	Time	Location
Monday 8 December 2025	6pm – 7:30pm	**Online webinar** (Register at www.lighthousegreenfuels.co.uk/consultation)
Saturday 13 December 2025	10am – 3pm	**High Clarence Primary School**, Port Clarence Road, Middlesbrough, TS2 1SY
Monday 15 December 2025	6pm – 7:30pm	**Online webinar** (Register at www.lighthousegreenfuels.co.uk/consultation)
Wednesday 17 December 2025	1pm – 7pm	**Billingham Forum,** The Causeway, Stockton-on-Tees, Billingham, TS23 2LJ
Thursday 18 December 2025	1pm – 7pm	**Billingham Rugby club,** Greenwood Road, Stockton-on-Tees, Billingham, TS23 4BA
Wednesday 7 January 2026	6pm – 7:30pm	**Online webinar** (Register at www.lighthousegreenfuels.co.uk/consultation)

A physical copy of the consultation documents, along with feedback questionnaires and Freepost envelopes, will be available at the following location throughout the consultation period.

Location	Opening times
Billingham Library Kingsway, Billingham, TS23 2LN	**Monday & Tuesday**: 8:30am – 7pm **Wednesday – Friday:** 8:30am – 5pm **Saturday:** 9:30am – 4pm **Sunday:** Closed

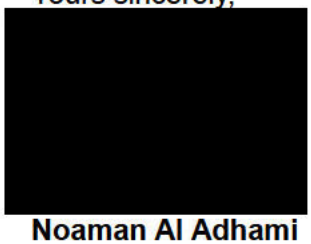
Printed copies of most consultation materials, including the consultation newsletter, consultation information booklet, PEIR non-technical summary and feedback questionnaire, will be provided free of charge upon request by contacting the project team via the details provided below.

Contact details	Hours of operation
Enquiry telephone line 0800 157 7346	9am-5:30pm weekdays (with a voicemail facility to take messages outside these hours)
info@lgf.co.uk	24 hour (emails will be monitored between 9am-5:30pm weekdays and responded to within 10 working days)
Freepost LIGHTHOUSE GREEN FUELS	24 hours

We kindly request your support in sharing the details of our upcoming consultation on your social media platforms to ensure wider community engagement.

We hope that you take the opportunity to view our plans for Lighthouse Green Fuels, either online or at one of our events. If you have any questions about the project, please do not hesitate to contact the communications team.

Yours sincerely,



Noaman Al Adhami
LGF Projects Limited

Annex E1-3 Statutory consultation launch email to non-prescribed consultees

From: Lighthouse Green Fuels
To: Lighthouse Green Fuels
[redacted]

Subject: Lighthouse Green Fuels - Statutory consultation notification
Date: 02 December 2025 14:35:00
Attachments: LGF Non-Prescribed Consultee letter.pdf

Dear Stakeholder,

I hope this finds you well.

Please find attached a letter providing notification of the launch of a statutory consultation on Lighthouse Green Fuels, a proposed Sustainable Aviation Fuel (SAF) production facility in Teesside. The proposals are being brought forward by LGF Projects Limited, part of the Alfanar Group.

As part of this consultation, we have also mailed you a letter and supporting materials. For your convenience, these documents—including the consultation brochure, newsletter, and the Section 48 notice—are also available to download from our project website: https://www.lighthousegreenfuels.co.uk/consultation.

Should you have any questions or wish to discuss the project further, please don't hesitate to get in touch.

Your sincerely,

Noaman Al Adhami
UK Country Head
Alfanar Projects

Annex E1-4 Reminder email to non-prescribed consultees

From: [redacted]

Subject: Lighthouse Green Fuels Statutory Consultation
Date: 07 January 2026 11:44:34
Attachments: Lighthouse Green Fuels Stakeholder Update Letter.pdf

---

Dear Stakeholder,

I hope this finds you well.

We are writing to remind you that the statutory consultation on our proposals for the Lighthouse Green Fuels Project closes at **11:59pm, Tuesday 13 January**. We welcome any further comments and feedback submitted before the consultation closes.

Lighthouse Green Fuels is a sustainable aviation fuel (SAF) production project that will play a vital role in the UK's net zero ambitions and climate goals. Located in the industrial area of Seal Sands on the bank of the River Tees, the proposed development is expected to be the UK's first commercial scale, second-generation SAF production facility. Further information on the project, as well as digital versions of our consultation materials, can be found on our project website: https://www.lighthousegreenfuels.co.uk/consultation.

We are consulting with the community and stakeholders on our proposals and will use the feedback to finalise plans ahead of a DCO submission later in 2026. So far, we have hosted three in-person events during the consultation period to allow the community to view the plans and speak to members of the project team. In addition to these events, we have also hosted two webinars as an alternative for those unable to attend in-person, with a final webinar on **Wednesday 7 January, 6:00pm-7:30pm.** You can register for the webinar here.

We have also arranged an additional in-person event on **Thursday 8 January 2026, 1pm-7pm, at Billingham Rugby Club**, offering another opportunity for people to find out more about the project and speak to members of the project team. Please find attached a letter providing notification of the additional event, which has been sent to those living locally to the project.

Should you have any questions or wish to discuss the project further, please don't hesitate to get in touch.

Yours sincerely,

Noaman Al Adhami
UK Country Head
Alfanar Projects

Appendix F1 Community newsletter

Lighthouse GREEN FUELS



Lighthouse Green Fuels:

A new sustainable aviation fuel facility for Teesside

Get involved in our consultation

Tuesday 2 December 2025 – Tuesday 13 January 2026

Lighthouse Green Fuels is currently hosting a consultation on its plans to produce sustainable aviation fuel (SAF) on Teesside, using sustainably-sourced biomass.

The main SAF production facility would be located on the former INEOS Nitriles site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, while some utility corridors would extend into the neighbouring borough of Redcar & Cleveland.

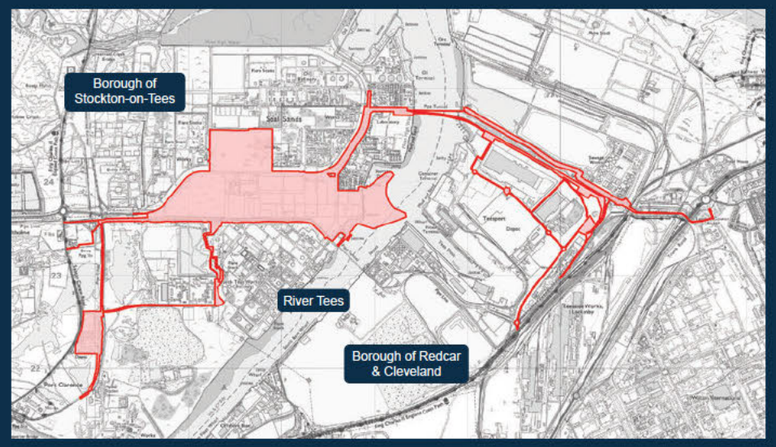
This proposal replaces an earlier iteration of the project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and is considered a new project under planning legislation. We welcome your comments on this new project.

What has changed since our 2024 consultation?

- **Location:** The proposed SAF facility will now be located approximately 500 metres north-east of the previous site. This new location has been chosen due to its suitability, size and proximity to necessary infrastructure to support SAF production. This will enable the full SAF production process to be accommodated in one location.
- **Feedstock:** The new proposal will use sustainably-sourced biomass as its primary feedstock, replacing the previous plan to use municipal solid waste-derived feedstock (household waste). This change supports greater carbon savings.

Lighthouse Green Fuels Site Plan

The SAF plant is on a predominantly brownfield site in the industrial area of Seal Sands. It comprises approximately 220 hectares (ha), or around 147 football pitches, as shown in this boundary plan of the main site:



What is SAF?

SAFs are renewable or waste-derived aviation fuels that meet strict sustainability criteria. They are safe, proven fuels with the potential to reduce carbon emissions from aviation – in the case of LGF, by up to 80% compared with conventional aviation fuel. SAF is mixed with traditional aviation fuel and requires no modifications to aircraft or airport infrastructure.

How will SAF be made?

LGF will use chemical processes to convert sustainably-sourced biomass to produce SAF. This biomass includes:

- Forest residues (such as treetops and pre-commercial thinnings)
- Sawmill residues (such as bark, offcuts and sawdust)
- Agricultural residues (such as sugarcane bagasse and sunflower husks).

The CHP plant will also use this biomass feedstock, together with waste wood.

The facility will convert over 1.5 million tonnes of this biomass each year into more than 180 million litres of advanced low-carbon sustainable aviation fuel (SAF) and approximately 30 million litres of renewable naphtha, a useful byproduct that can be used in the chemical industry.

All the feedstocks used in LGF are classed as wastes and residues in line with criteria set by the UK Government. Unlike first generation fuels, second generation SAF avoids competition with food crops, supporting both environmental and ethical best practice.

Why is SAF important?

SAF is already in use today, but more will be needed to meet the UK government's targets for net zero domestic flights by 2040 and for all flights to achieve net zero by 2050.

The government's SAF Mandate requires that at least 10% of the UK aviation fuel mix comes from sustainable sources by 2030. To meet the scale of demand, more SAF production facilities are required.

Lighthouse Green Fuels is the most advanced SAF project of its kind in the UK. It is projected to deliver 11% of the SAF Mandate's requirement.

Who will decide the application?

Lighthouse Green Fuels is classed as a project of national significance and will be subject to the Development Consent Order (DCO) planning process.

This means the proposals for LGF will be examined by an Examining Authority appointed by the Planning Inspectorate (PINS) who will make a recommendation to the Secretary of State for the Department for Energy Security and Net Zero, who will decide on the outcome of the application.

How can I get involved?

We want to hear your thoughts on our proposals for Lighthouse Green Fuels before we submit our DCO application. We are running a six-week consultation from **Tuesday 2 December 2025 until 11:59pm on Tuesday 13 January 2026.**

Our Proposals

Over
1.5 million tonnes
of sustainably sourced biomass processed per year

More than
180 million litres
of advanced SAF and approximately **30 million litres** of renewable naphtha produced each year

Up to
350,000 tonnes
of carbon dioxide avoided per year compared with conventional aviation fuel

This is the equivalent of **4,500 conventionally fuelled transatlantic flights**
from London to New York offset per year

Up to
750,000 tonnes
of carbon dioxide emissions could be avoided when the plant is coupled with carbon capture and storage infrastructure in the future, with the possibility of carbon negative SAF

More than
3,400 full time equivalent jobs
supported UK wide during operations, of which over **600 will be local to Teesside**.

Key Milestones

December 2025 to January 2026
Public consultation on our proposals and the Preliminary Environmental Information Report (PEIR)

July 2026
Development Consent Order application submitted to the Planning Inspectorate

August 2026
Acceptance of the Development Consent Order

January to June 2027
Examination of the Development Consent Order

December 2027
The Secretary of State will make a decision on whether to grant or refuse development consent

2028
Subject to receiving development consent, construction activity is expected to start, with the aim of commencing operations in 2031


Visualisation of the main site

How to get involved

We hope that you will take the opportunity to learn more about Lighthouse Green Fuels and help shape the development proposals. The deadline for responses is 11:59pm on **Tuesday 13 January 2026**.

If you have any questions, suggestions, or would like to provide feedback on our proposals, you can do so by:

Visiting our Website

View more detail about our proposals, learn more about SAF and provide us with your feedback by visiting our consultation website **http://www.lighthousegreenfuels.co.uk/consultation** or scan the QR code at the bottom of this page.

Attending our Events and Webinars

Join us at our in-person consultation events and online webinars to engage directly with the project team, ask questions, and share your thoughts. A full list of event details is below. You can sign up to attend our webinars on the project website.

Visiting our Information Point

A physical copy of the consultation brochure, newsletter, non-technical summary of the Preliminary Environmental Information Report, feedback forms, and Freepost envelopes, will be available for inspection at a dedicated information point throughout the consultation period.

Billingham Library, Kingsway, Billingham, TS23 2LN

Opening hours:
Mon-Tue 8:30am-7pm,
Wed-Fri 8:30am-5pm,
Sat 9:30am-4pm,
Sun closed

Date	Venue	Time
Monday 8 December 2025	Online webinar	6pm-7:30pm
Saturday 13 December 2025	High Clarence Primary Academy, Port Clarence Road, Middlesborough, TS2 1SY	10am-3pm
Monday 15 December 2025	Online webinar	6pm-7:30pm
Wednesday 17 December 2025	Billingham Forum, The Causeway, Stockton-on-Tees, Billingham, TS23 2LJ	1pm-7pm
Thursday 18 December 2025	Billingham Rugby Club, Greenwood Rd, Stockton-on-Tees, Billingham, TS23 4BA	1pm-7pm
Wednesday 7 January 2026	Online webinar	6pm-7:30pm

@ Emailing us: **info@lgf.co.uk**

Calling: **0800 157 7346**

Writing to: **FREEPOST LIGHTHOUSE GREEN FUELS (no stamp required)**

Scan the QR code to visit our consultation website:

We are committed to supporting people with accessibility needs and providing information in alternative formats. Our dedicated consultation team are here to help – please just get in touch.

© Copyright Alfanar Energy Limited 2025.

Appendix F2 Consultation brochure

Lighthouse
GREEN FUELS

Consultation Brochure

Tuesday 2 December 2025 — Tuesday 13 January 2026



Table of contents

Glossary of terms 3

Introduction 4

Our vision for Lighthouse Green Fuels 6

The project's importance 7

The site 8

Site plan 10

SAF production process 12

Feedstock source 14

Future uses 16

Environmental impact 17

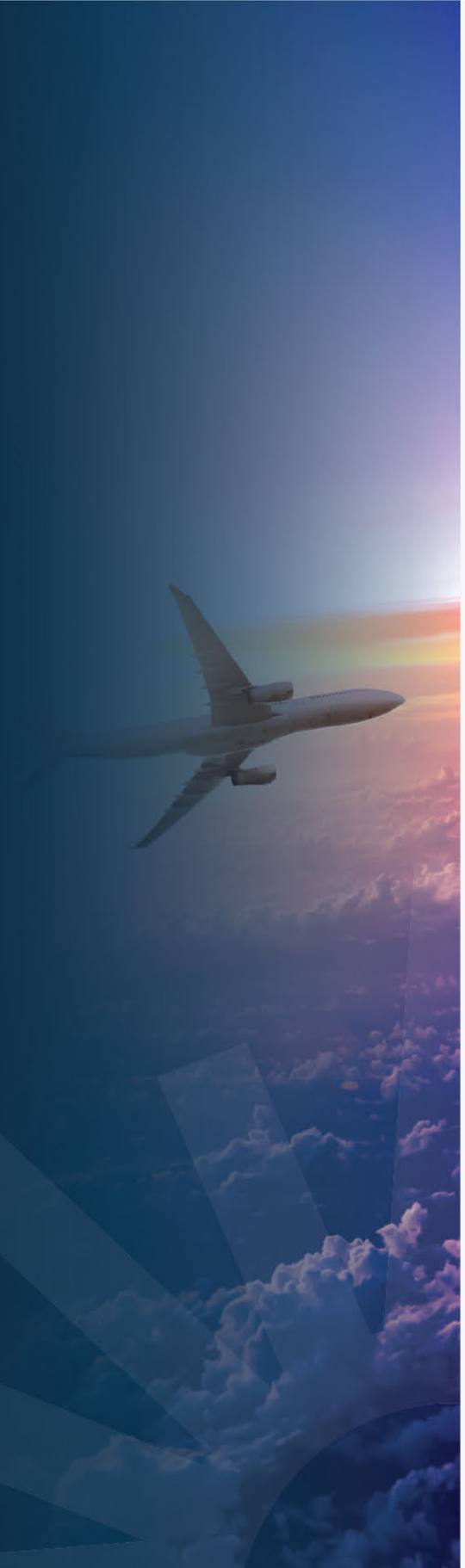
Construction, operations and decommissioning 22

Community and economic benefits 23

Project timeline 24

Construction information 27

How to give feedback 28



Glossary of terms

Biogenic carbon dioxide
Defined as carbon dioxide emissions related to the natural carbon cycle, as well as those resulting from the combustion, harvest, gasification, digestion, fermentation, decomposition, or processing of biologically-based materials.

Biomass
Organic material derived from plants or animals, used as a renewable energy source. Lighthouse Green Fuels (LGF) will use sustainably-sourced biomass, including forest, sawmill and agricultural residues, to produce SAF, plus waste wood for on-site power.

Carbon Capture and Storage (CCS)
A process that captures carbon dioxide emissions from industrial sources and power generation. The carbon dioxide is then transported and stored, typically underground in geological formations, to prevent it from entering the atmosphere.

Combined Heat and Power (CHP) Plant
A facility that simultaneously generates electricity and useful heat from the same energy source, significantly improving overall efficiency and reducing carbon emissions.

Development Consent Order (DCO)
The consent required for projects of national significance, like LGF, under the Planning Act 2008. The DCO process is a stringent planning procedure for large and complex infrastructure projects. The application is examined independently, and a recommendation is made to the Secretary of State, who makes the final decision.

Environmental Impact Assessment (EIA)
A statutory process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making. The EIA for the Proposed Development is being undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (hereafter referred to as the 'EIA Regulations').

Environmental Statement (ES)
A report forming part of the DCO application, it will present the process and final outcomes of the EIA and explain the likely significant environmental effects of the Proposed Development once mitigation measures have been considered.

Feedstock
Raw materials used to supply or fuel a process or machine. LGF will use sustainably-sourced biomass as its feedstock.

Fischer-Tropsch process
A proven gas-to-liquid conversion technology, used by LGF to create sustainable aviation fuel (SAF).

Flare
A safety device typically used to burn off flammable gas released during start-up or shutdown events or abnormal plant/emergency operations.

Gasification
The process by which solid biomass feedstocks are converted into synthesis gas (syngas) through high-temperature treatment.

Lifecycle carbon emissions
The total greenhouse gas emissions generated throughout all stages of a product's existence.

Renewable naphtha
A renewable liquid hydrocarbon produced as a by-product during SAF production. It can be used as a raw material in the chemical industry.

Preliminary Environmental Information Report (PEIR)
A report presenting preliminary findings of the Environmental Impact Assessment (EIA), outlining early-stage information about potential effects of the project on the environment and proposed mitigation measures. This is published for consultation to allow feedback. More detailed information will be presented in the Environmental Statement.

SAF Mandate
The Government's policy aimed at reducing emissions from fuel used in the aviation sector by mandating the use of low carbon aviation fuels, the legislative basis for which is the Renewable Transport Fuel Obligations (Sustainable Aviation Fuel) Order 2024.

Sustainable aviation fuel (SAF)
SAFs are waste-derived, low-carbon aviation fuels that meet strict sustainability criteria. SAF is a safe, proven fuel. SAF derived from waste and/or sustainably sourced biomass sources has the potential to reduce lifecycle carbon emissions by up to 80% compared with conventional aviation fuel.

Synthesis gas (syngas)
A mixture of carbon monoxide and hydrogen generated from the gasification process, where solid feedstocks are turned into gases. Syngas is cleaned and passed through the Fischer-Tropsch unit where it is converted into long-chain hydrocarbon waxes and other light hydrocarbons to produce SAF.

Introduction

Welcome to our consultation for Lighthouse Green Fuels, which plans to make sustainable aviation fuel (SAF) from sustainably-sourced biomass. Developed by the Alfanar Group, the project is proposed for a site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, with some utility corridors extending into the neighbouring borough of Redcar and Cleveland.

This proposal is a revised iteration of an earlier project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and strategic improvements and is considered a new scheme under planning legislation. We welcome your comments on this new project.

The two key changes are:

- **Location:** The proposed SAF facility will now be located at Seal Sands, approximately 500 metres north-east of the previous site. This new location has been chosen due to its suitability, size and proximity to necessary infrastructure to support SAF production. This larger, consolidated site will be able to accommodate the full SAF process in one location.
- **Feedstock:** The new proposal will use sustainably-sourced biomass as its primary feedstock, replacing the previous plan to use municipal solid waste-derived feedstock (household waste). This change supports greater carbon savings and aligns with sustainability criteria set by the UK Government.

Lighthouse Green Fuels is classed as a project of national significance and will be subject to the Development Consent Order (DCO) planning process, meaning that the final decision on whether Lighthouse Green Fuels is consented will be made by the Secretary of State for Energy Security and Net Zero.

About the consultation

Our consultation will run for six weeks from Tuesday 2 December 2025 until 11:59pm on Tuesday 13 January 2026. The consultation introduces our updated proposals and is your opportunity to view our plans, ask the project team questions and provide feedback on our proposals.

More information about the consultation, public events and how to contact the project team can be found on page 27 of this brochure.

Who is Alfanar?

Lighthouse Green Fuels is being developed by LGF Projects Ltd. This is wholly owned by the Alfanar Group, a global project development, manufacturing and engineering group headquartered in Saudi Arabia.

Lighthouse Green Fuels has developed significant in-house feedstock-to-SAF expertise. This experience will be utilised to construct and operate Lighthouse Green Fuels.

> “Lighthouse Green Fuels will cut aviation emissions while establishing a new British green industry in Teesside and attracting significant inward investment to the region and the UK.



— Noaman Aladhami
UK Country Head, Alfanar Projects



Our vision for Lighthouse Green Fuels

Lighthouse Green Fuels is a SAF project that will play a vital role in the UK's net zero ambitions and climate goals, unlocking investment, creating jobs, and positioning the UK as a leader in this new industry.

Located in the industrial area of Seal Sands on the banks of the River Tees, the proposed development is expected to be the UK's first commercial scale, second-generation SAF production facility.

Lighthouse Green Fuels aims to make a significant contribution to the UK's decarbonisation strategy, energy security, and the transition to clean, renewable energy. It will enable cleaner, greener air travel while delivering long-term benefits to Teesside, including economic growth, job creation, and the regeneration of a vacant industrial site.

More than
180 million litres
of advanced SAF and approximately **30 million litres** of renewable naphtha produced each year

This is the equivalent of **4,500 conventionally-fuelled transatlantic flights**
from London to New York offset per year

Over
1.5 million tonnes of sustainably-sourced biomass processed per year

Up to
350,000 tonnes
of carbon dioxide avoided per year compared with conventional aviation fuel

Up to
750,000 tonnes
of carbon dioxide emissions could be avoided when the plant is coupled with carbon capture and storage infrastructure in the future, with the possibility of carbon-negative SAF

More than
3,400 full time equivalent jobs
supported UK-wide during operations

The project's importance

The UK has a legally binding commitment to achieve net zero carbon emissions by 2050. As part of this commitment, the government announced the Jet Zero Strategy in 2022, which sets out a clear ambition for domestic flights to achieve net zero by 2040 and all flights to achieve net zero by 2050.

Sustainable aviation fuel (SAF) is key to achieving these targets. The government's SAF Mandate requires that at least 10% of the UK aviation fuel mix comes from sustainable sources by 2030.

This will require new SAF production facilities to meet the scale of demand. Lighthouse Green Fuels is the most advanced SAF project of its kind in the UK and is projected to deliver 11% of the SAF Mandate's requirement.



Why SAF?

Decarbonising the aviation industry represents a greater challenge than decarbonising other forms of transport as electric and hydrogen solutions are not yet viable.

SAFs are renewable or waste-derived aviation fuels that meet strict sustainability criteria. SAF is a safe, proven fuel which:

- ✓ Has the potential to reduce lifecycle carbon emissions by up to 80% compared with conventional aviation fuel;
- ✓ Can use the existing distribution, storage, and refuelling infrastructure used by traditional aviation fuels, with no modifications to existing aircraft or airport infrastructure required;
- ✓ Is already used to fuel flights today.

Advanced second-generation SAF, such as that produced by Lighthouse Green Fuels, uses non-edible, waste or residue-based feedstocks. Unlike first generation fuels, second-generation SAF avoids competition with food crops, supporting both environmental and ethical best practices.

The location

The main project site for Lighthouse Green Fuels will be located in the industrial area of Seal Sands in the borough of Stockton-on-Tees.

The site is divided into the main site, where the SAF production facility would be located, and wider site including associated access and utility connection corridors. Some of these corridors extend across the Tees and into the borough of Redcar & Cleveland.

The majority of the main site was formerly occupied by the INEOS Nitriles chemical plant, located on the north bank of the Tees, approximately 5km east of Billingham town centre and 4km north-east of Middlesbrough town centre.

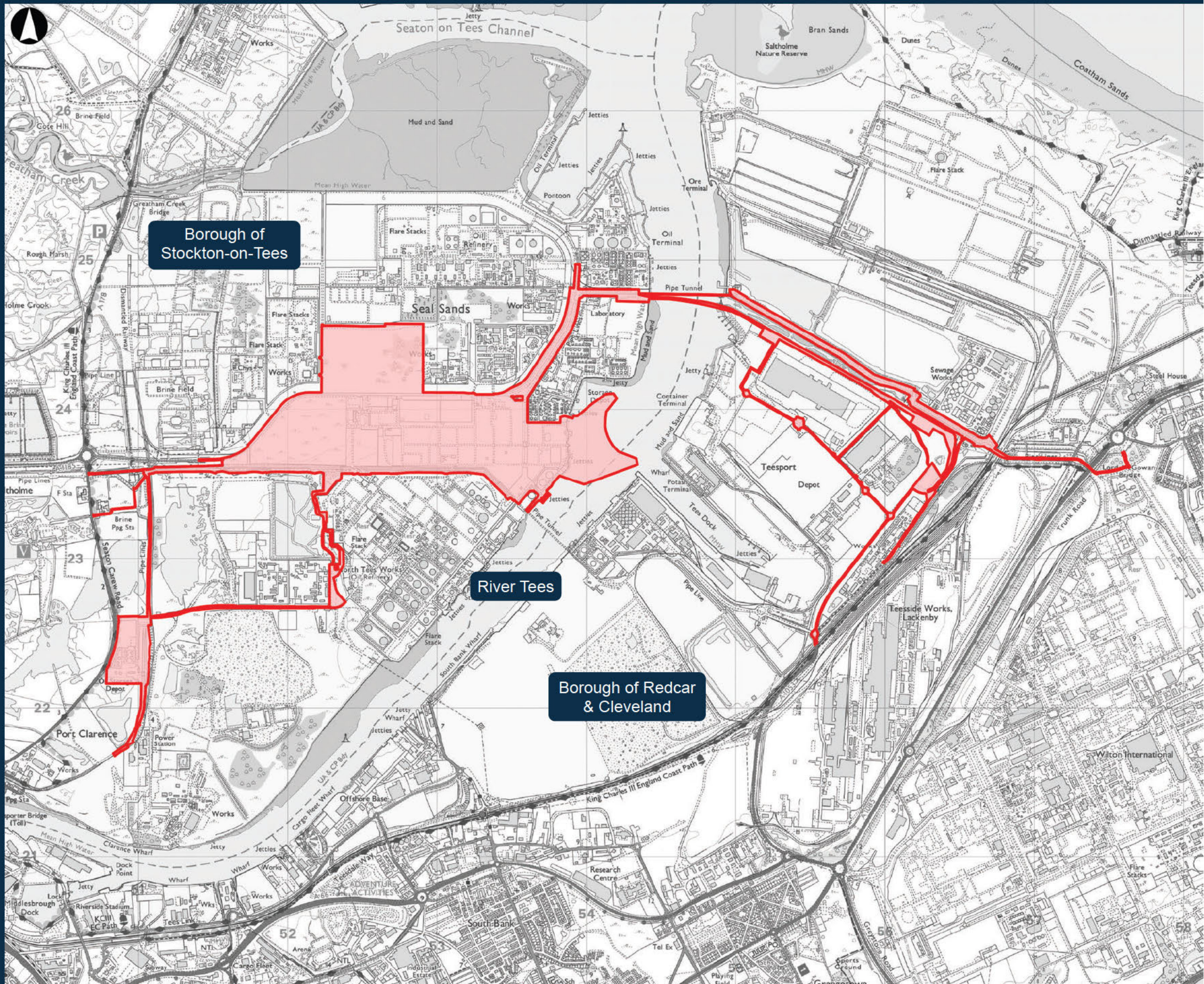
The main site is primarily on previously developed brownfield land, with some areas utilising former industrial land, reclaimed land and landfill.

The facility that previously occupied the site has now been demolished. In the east, along the frontage with the River Tees are two jetties formerly used for loading/unloading operations at the former facility.

Why this site

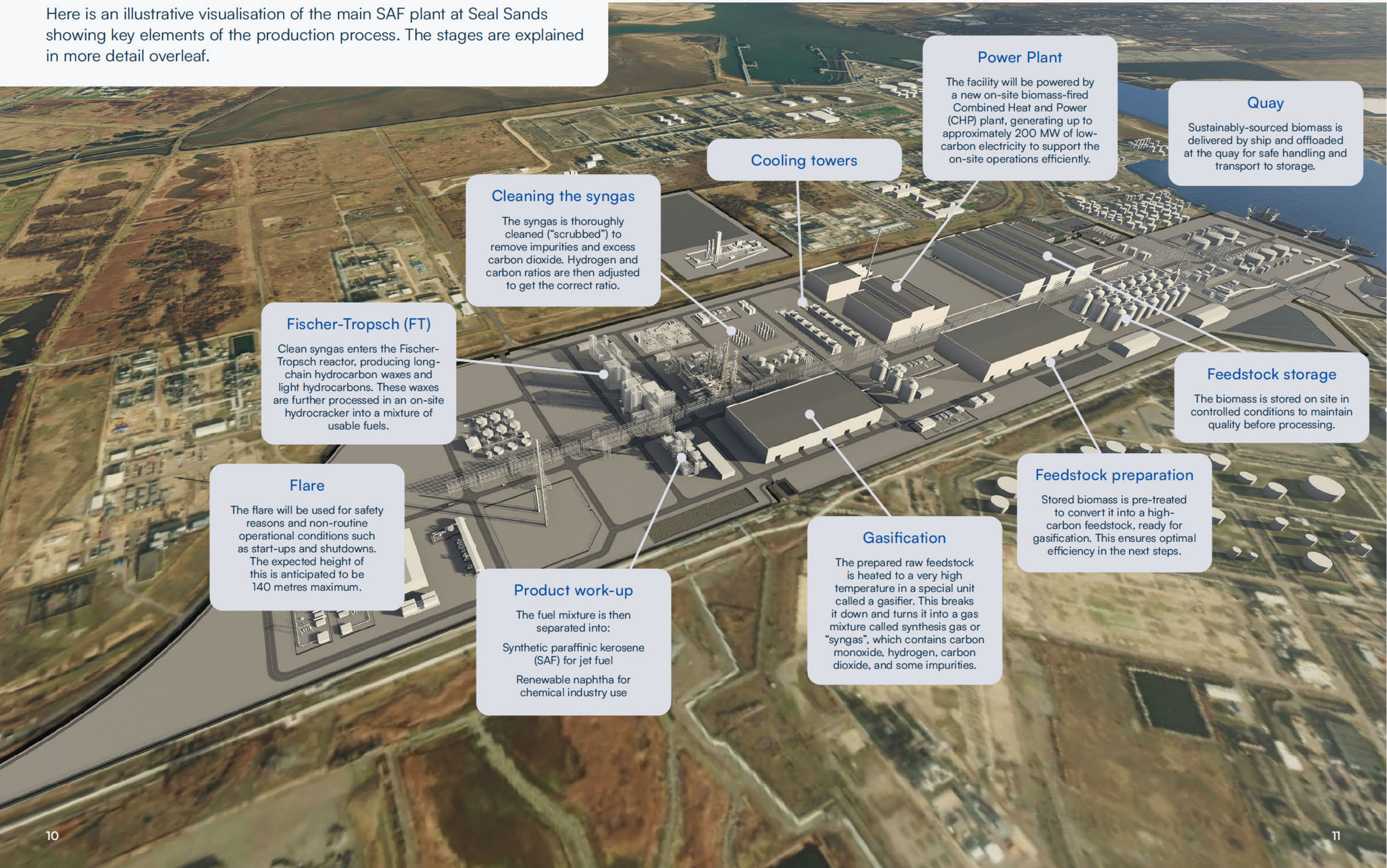
This new site has been carefully chosen due to its suitability, size, and proximity to the necessary infrastructure required to support SAF production:

- Located within an existing industrial area
- Predominantly a brownfield site
- This larger, consolidated site accommodates the full SAF process in one location
- Proximity to utility connections, including electricity, natural gas and oxygen supplies
- Proximity to local carbon capture and storage infrastructure, supporting the project's ambition for low or carbon-negative SAF in the future
- Access to nearby road, marine and rail terminals for export of SAF
- Direct access to the River Tees for delivery of feedstock



Site plan

Here is an illustrative visualisation of the main SAF plant at Seal Sands showing key elements of the production process. The stages are explained in more detail overleaf.



Power Plant

The facility will be powered by a new on-site biomass-fired Combined Heat and Power (CHP) plant, generating up to approximately 200 MW of low-carbon electricity to support the on-site operations efficiently.

Quay

Sustainably-sourced biomass is delivered by ship and offloaded at the quay for safe handling and transport to storage.

Cooling towers

Cleaning the syngas

The syngas is thoroughly cleaned (“scrubbed”) to remove impurities and excess carbon dioxide. Hydrogen and carbon ratios are then adjusted to get the correct ratio.

Fischer-Tropsch (FT)

Clean syngas enters the Fischer-Tropsch reactor, producing long-chain hydrocarbon waxes and light hydrocarbons. These waxes are further processed in an on-site hydrocracker into a mixture of usable fuels.

Feedstock storage

The biomass is stored on site in controlled conditions to maintain quality before processing.

Flare

The flare will be used for safety reasons and non-routine operational conditions such as start-ups and shutdowns. The expected height of this is anticipated to be 140 metres maximum.

Feedstock preparation

Stored biomass is pre-treated to convert it into a high-carbon feedstock, ready for gasification. This ensures optimal efficiency in the next steps.

Product work-up

The fuel mixture is then separated into:

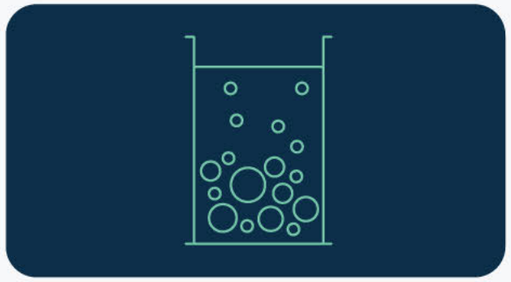
Synthetic paraffinic kerosene (SAF) for jet fuel

Renewable naphtha for chemical industry use

Gasification

The prepared raw feedstock is heated to a very high temperature in a special unit called a gasifier. This breaks it down and turns it into a gas mixture called synthesis gas or “syngas”, which contains carbon monoxide, hydrogen, carbon dioxide, and some impurities.

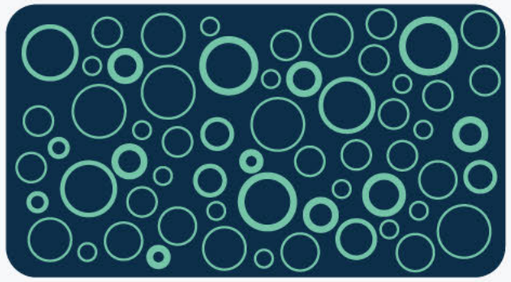
SAF production process



Step 1

Preparing the feedstock

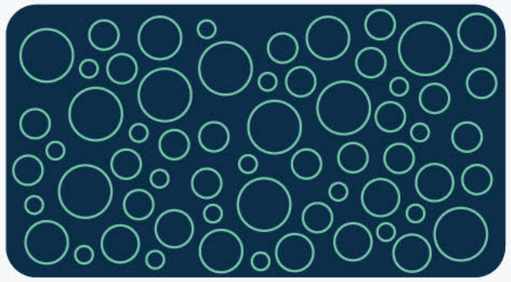
Sustainably-sourced biomass is received and thermally pre-treated to create a high-carbon feedstock.



Step 2

Gasification

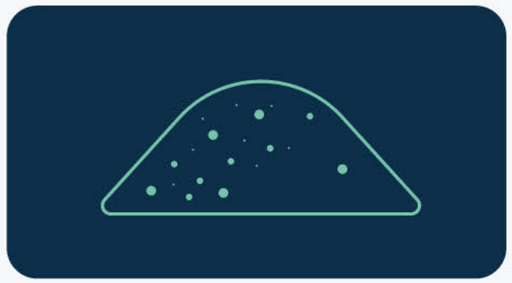
The high-carbon feedstock is heated to a very high temperature in a special unit called a gasifier. This breaks it down and turns it into a gas mixture called “syngas”, which contains carbon monoxide, hydrogen, carbon dioxide, and some impurities.



Step 3

Cleaning the syngas

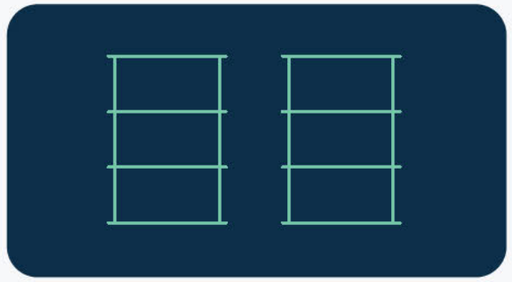
The syngas is thoroughly cleaned (“scrubbed”) to remove impurities and excess carbon dioxide. We also adjust the balance of hydrogen and carbon to get the right ratio for the next step.



Step 4

Making hydrocarbons

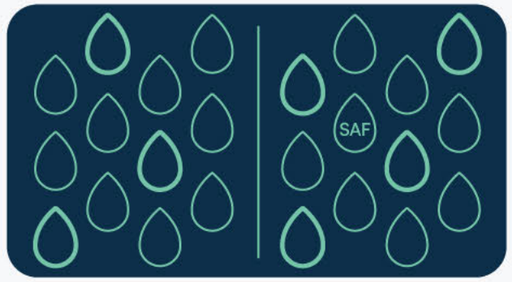
The clean syngas is sent to a reactor, where it is converted into long-chain hydrocarbon waxes and other light hydrocarbons using a process called Fischer-Tropsch synthesis.



Step 5

Upgrading the hydrocarbons

These hydrocarbon waxes are further processed in an on-site hydrocracker, which breaks them down into a mixture of useful fuels.

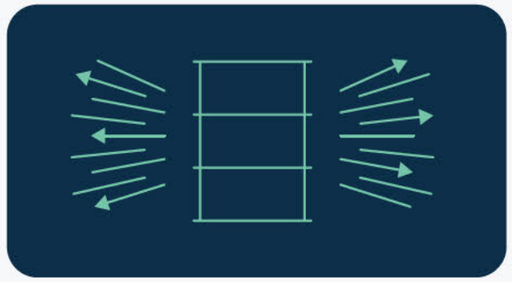


Step 6

Separating the products

The mixture is separated into two main products:

- Synthetic paraffinic kerosene (SAF)
- Renewable naphtha.



Step 7

Testing, storage and export

All finished products are tested to make sure they meet strict quality and safety standards. They are then stored on site and exported by pipeline, road or ship. The SAF is blended with conventional jet fuel before being distributed to UK airports, where it will help power flights to different places around the world.

Feedstock source

LGF is committed to sourcing sustainable feedstock as responsibly and locally as possible.

Given the scale of feedstock required (>1.5m tonnes per annum), it is not currently possible to meet all of our requirements domestically. A significant volume of feedstock will be imported from carefully selected international partners. However, LGF will continue to explore opportunities to expand the use of UK-sourced biomass where feasible.

All imported biomass must meet the same strict sustainability standards as domestic feedstock, ensuring full compliance with environmental and ethical best practice. The project will account for and minimise the carbon impact of transport as part of its overall sustainability strategy.

The option to use other feedstocks, in line with the SAF mandate, may also be considered in the future.

Feedstock sustainability

All feedstock for SAF production must meet strict sustainability criteria set by the UK Government, meaning it must be considered a “waste or residue”.

The forest residues used in LGF’s SAF production process will come from sustainably-managed forests that are actively maintained. In these forests, the amount of wood harvested is always lower than the natural rate of growth, ensuring that the forest continues to expand and regenerate over time.

Suppliers will not use trees that could be used for timber. Instead, they will use residues from existing forestry operations, such as treetops, branches and thinnings. This approach preserves forest carbon stocks and guarantees that no deforestation takes place.

The project will also use sawmill residues, such as bark, offcuts and sawdust, that would otherwise have limited value or may go to waste, as well as agricultural residues, such as sugarcane bagasse and sunflower husks, non-edible by-products that would otherwise be discarded.

The CHP plant will also use this biomass feedstock, together with waste wood.

How SAF will be made

The primary feedstock for Lighthouse Green Fuels is sustainably-sourced biomass. This will include:

- Forest residues (such as treetops, branches and thinnings)
- Sawmill residues (such as bark, offcuts and sawdust)
- Agricultural residues (such as sugarcane bagasse and sunflower husks)

Additionally, waste wood will be used to power the on-site Combined Heat and Power (CHP) plant.

The facility will convert over 1.5 million tonnes of this biomass each year into more than 180 million litres of advanced low-carbon SAF and approximately 30 million litres of renewable naphtha annually.

Renewable naphtha is a liquid hydrocarbon produced as a by-product during SAF production, which can be used as a raw material in the chemical industry.

Future uses

Connecting to Carbon Capture and Storage (CCS) Infrastructure

Lighthouse Green Fuels has potential to connect to local Carbon Capture and Storage (CCS) infrastructure in the future. This would allow carbon dioxide (CO_2) produced during SAF production to be captured, transported, and safely stored deep underground, instead of being released into the atmosphere. The timing of this connection depends on the availability of future capacity in the CCS network and may require further planning approvals.

What is CCS?

Carbon Capture and Storage (CCS) is a process that captures carbon dioxide emissions from industrial sources and power generation. The carbon dioxide is then transported and stored, typically underground in geological formations, to prevent it from entering the atmosphere.

By adding CCS to SAF production, we can further reduce greenhouse gas emissions. In the future, this could even allow us to achieve "net-negative" emissions, meaning we remove more CO_2 from the atmosphere than we produce.

The new project site is adjacent to the NEP carbon dioxide transport and storage infrastructure, making it possible to connect in the future and support our ambition for very low or even negative carbon SAF.

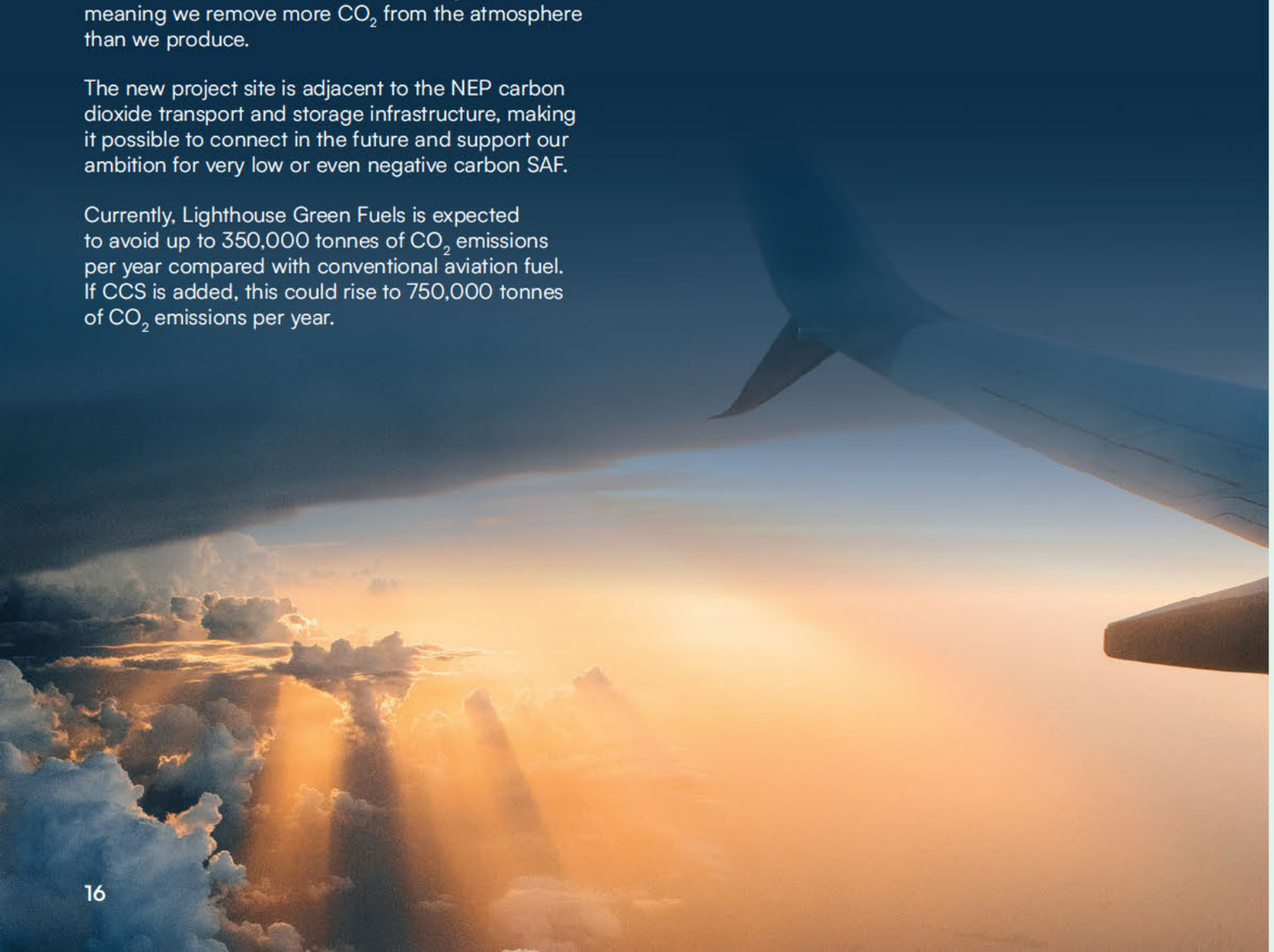
Currently, Lighthouse Green Fuels is expected to avoid up to 350,000 tonnes of CO_2 emissions per year compared with conventional aviation fuel. If CCS is added, this could rise to 750,000 tonnes of CO_2 emissions per year.

Alternative Technologies Considered

Lighthouse Green Fuels will use gasification and Fischer-Tropsch technologies to turn sustainably-sourced biomass into SAF and renewable naphtha. Other ways to make SAF exist, but we believe our chosen technologies offer the greatest benefits. They allow us to use sustainably-sourced biomass that would otherwise be underutilised and has the highest potential to produce lower carbon SAF compared to other methods.

Future Feedstocks

In the future, Lighthouse Green Fuels may consider other feedstocks in line with the SAF Mandate and depending on technology developments. All future feedstocks would still need to meet strict UK Government sustainability standards and may require further planning approvals.



Environmental impact

As part of the DCO process we are carrying out an Environmental Impact Assessment (EIA) to identify the potential effects that Lighthouse Green Fuels could have on the environment, people and local communities.

A Preliminary Environmental Information Report (PEIR) has been developed to outline our assessments of the potential impacts of Lighthouse Green Fuels carried out to date.

Our early environmental assessments (summarised in the PEIR) have already helped shape the plans for Lighthouse Green Fuels. Feedback from this consultation, along with ongoing environmental assessments and technical work and surveys, will help to further refine our proposals.

This includes identifying appropriate mitigation measures to avoid, reduce, mitigate or offset any likely significant negative effects that we have identified in the PEIR. The final results of these assessments will be presented in an Environmental Statement, which will accompany the DCO application.

The EIA considers a wide range of topics such as landscape and visual, biodiversity, traffic and noise. More information on these topics can be found on the following pages in this brochure.

Accessing the PEIR

The full PEIR documentation can be found on the project website. A Non-Technical Summary (NTS) of the PEIR has been produced to summarise key elements of the PEIR, and is also available on our website, at our information point and at our consultation events (more information is available on Page 23).

If you would like a printed copy of the full PEIR, a reasonable charge of £0.35 per page to cover printing and postage costs will apply. We can also provide this free of charge on a USB device. Please use the contact details at the end of this brochure to request a copy.

Chapter 1	Introduction
Chapter 2	Assessment Methodology
Chapter 3	Description of the Site and Surrounding Area
Chapter 4	Proposed Development
Chapter 5	Construction Programme and Management
Chapter 6	Alternatives and Design Evolution
Chapter 7	Planning and Energy Policy
Chapter 8	Air Quality
Chapter 8	Air Quality Appendices
Chapter 9	Noise and Vibration
Chapter 9	Noise and Vibration Appendix
Chapter 10	Terrestrial Ecology
Chapter 11	Freshwater and Marine Ecology
Chapter 12	Water Environment and Flood Risk
Chapter 12	Appendix, Flood Risk Assessment
Chapter 13	Landscape and Visual Impact Assessment
Chapter 14	Greenhouse Gases
Chapter 14	Greenhouse Gases Appendices
Chapter 15	Climate Change Resilience
Chapter 15	Climate Change Resilience Appendix
Chapter 16	Materials and Waste
Chapter 17	Socio-economic
Chapter 18	Traffic and Transport
Chapter 18	Traffic and Transport Appendices
Chapter 19	Major Accidents and Disasters
Chapter 20	Marine Navigation
Chapter 21	Geology and Soils
Chapter 21	Geology and Soils Appendix
Chapter 22	Cumulative Effects
Chapter 23	Summary of Significant Residual Effects

Landscape and visual

The tallest structures proposed for the Lighthouse Green Fuels site are expected to reach up to 140 metres in height. As part of the Environmental Impact Assessment (EIA) process, views of the facility will be assessed from key locations including Billingham, Port Clarence, neighbouring RSPB Saltholme, and the wider River Tees and wetland landscape.

The area surrounding the site mostly comprises industrial development. Major industrial buildings, including an oil refinery, oil storage and a chemical works, form part of the skyline.

To the west and north, the landscape includes smaller areas of open ground and water interspersed with existing industrial land uses. To the east, the site borders the River Tees and marine wharf facilities. The nearest residential area is Port Clarence, located more than 2.8 kilometres away.

Under the current design, the tallest structure on site is expected to be the flare, reaching up to around 140 metres. Other stacks, such as the biomass CHP, are anticipated to be approximately 80-120 metres high but may reach up to 140 metres depending on final design requirements.

As the project design progresses, we will continue to explore ways to minimise visual impact and identify opportunities to enhance local biodiversity through a broader strategy. These plans will be shaped by feedback from local communities and ongoing environmental studies.

Biodiversity

The Lighthouse Green Fuels site includes an area of nationally and locally important marine and terrestrial habitats, including the Teesmouth and Cleveland Coast Special Protection Area (SPA), Ramsar site and Site of Special Scientific Interest (SSSI), part of which include the River Tees, and the RSPB Saltholme Nature Reserve.

The project interacts with the SPA and SSSI in a limited way, specifically for quay improvements and essential dredging works.

We are committed to protecting these habitats and the species that live there. Wherever possible, we will avoid disturbing important habitats or removing vegetation. We are also exploring options for project biodiversity net gain (BNG) requirements.

You can find more information about ecology and biodiversity impacts in Chapters 10 and 11 of the PEIR. Details of our proposed mitigation and enhancement measures will be included in the Environmental Statement, which will be submitted with our application for development consent.

Marine

The project will involve major upgrades to marine infrastructure, such as removing old jetties, building a new quay, and dredging to create a safe area for ships to deliver feedstock. These works are essential for the project's operations, enabling the docking and unloading of feedstock ships directly at the site.

The project will secure a marine licence which will be regulated by the Marine Management Organisation (MMO) for relevant quayside and marine works.

As part of the Environmental Impact Assessment (EIA), we are carefully studying how these marine activities could affect the local environment.

The PEIR includes assessments of dredging, sediment disturbance, and impacts on marine life. We will continue to consult with the MMO.

We will develop measures to avoid or reduce any significant negative effects on the marine environment. The results of these studies and our proposed mitigation will be set out in the Environmental Statement.

You can find out more about the marine impacts in Chapter 20 of the PEIR.



Traffic and site access

Safe and efficient transport is a key part of delivering Lighthouse Green Fuels.

A full Transport Assessment is being carried out as part of the EIA. This will help us plan the best routes for construction vehicles, large equipment deliveries, and day-to-day site access. The main access to the North Tees site will primarily be via Seal Sands Road, which connects to the trunk road network via the A1185 and the A689/A19.

For South Tees utility connections, access is proposed to be from the Wilton International North Gate off the A1085 Steelhouse Gate Roundabout, and then via an internal road network to Dabholm Gut, or alternatively, via the A1053, Tees Dock Road. As part of the transport assessment, we will consider the potential impacts on these roads during construction and operation.

Our transport strategy aims to use main roads and avoid residential areas wherever possible. We will use modular construction and ship deliveries to reduce heavy goods vehicle (HGV) traffic. We are working with local authorities, residents, and transport experts to minimise disruption and keep everyone safe. The assessment will also look at pedestrian and cycle routes, public transport, and any temporary traffic management that might be needed.

You can find out more about traffic impacts and site access in Chapter 18 of the PEIR.

Air quality

The production plant will create operational emissions, which will be controlled and monitored in line with an Environmental Permit issued by the Environment Agency. Emissions from the process will be carefully controlled and minimised through the design and gas clean up prior to release.

There will be several emission sources at the site and the impacts of emissions from all those sources will be assessed together to make sure that the stack design and height achieve adequate dispersion to protect the environment. A flare will also be installed on site, but this will only be used in case of emergencies.

You can find out more about air quality impacts in Chapter 8 of the PEIR.

Noise

Noise from both construction and operation of the site will be assessed as part of the EIA. We will look at potential effects on nearby homes and sensitive ecological areas.

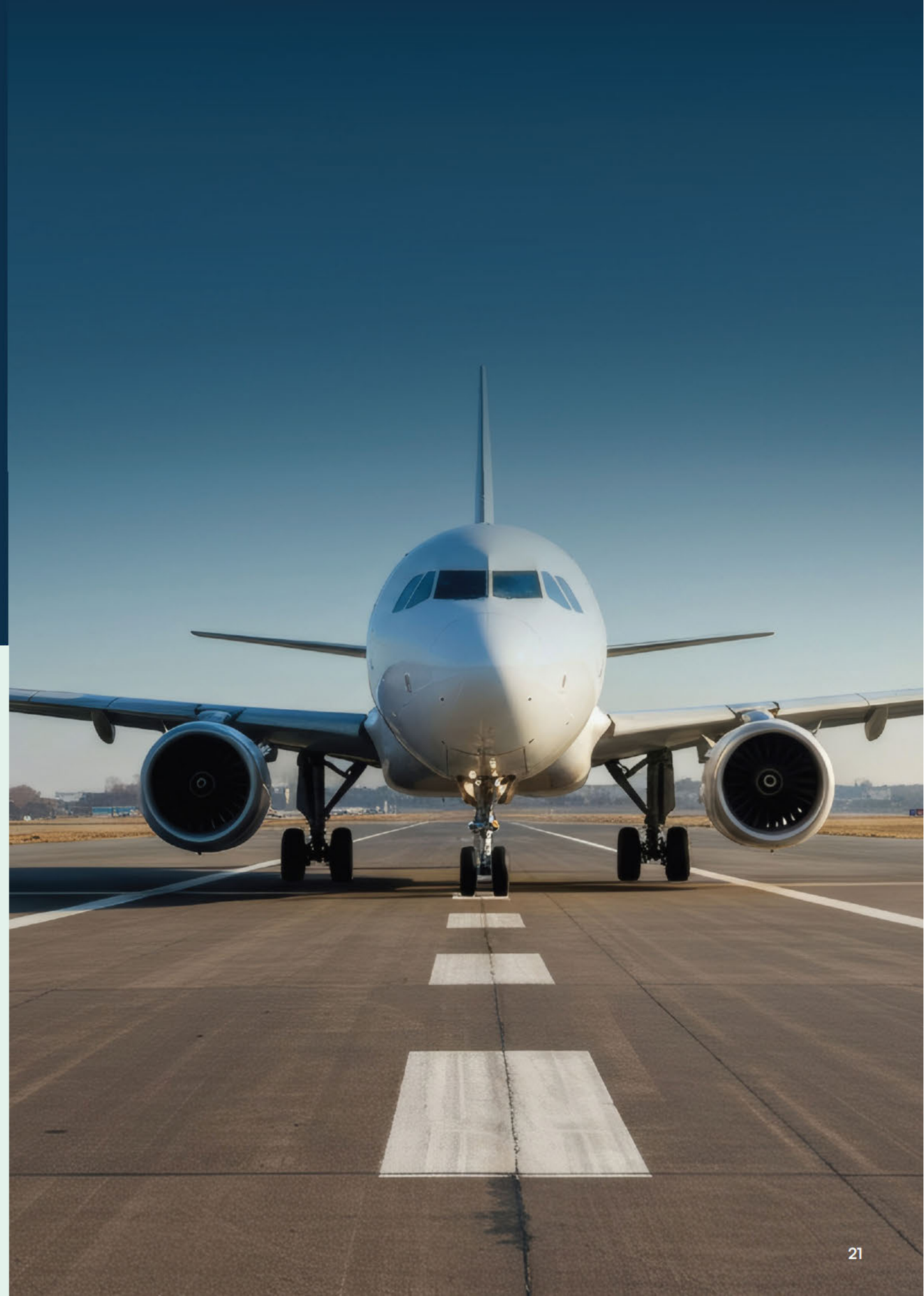
The site is more than 2.8km from the nearest homes, so significant noise impacts are unlikely, but this will be confirmed through our assessments.

You can find out more about noise impacts in Chapter 9 of the PEIR.

Flood risk

The majority of the site is in Flood Zone 1 (low risk), but some corridors are in higher risk zones. A Flood Risk Assessment will be undertaken, and drainage will be designed to manage surface water and prevent increased flood risk.

You can find out more about flood risk in Chapter 12 of the PEIR.



Construction, operations and decommissioning

Construction

Subject to receiving development consent, construction activity is expected to start in 2028, with the aim of commissioning the SAF plant in 2031 to support the UK's SAF Mandate targets.

We are anticipating that construction would last for up to four years. This is being assessed as a 'worst-case scenario' in terms of environmental impacts as a continuous period of works. This 'worst-case' has been applied in our assessments, including the daily number of construction vehicle movements.

To help reduce the length of construction and minimise disruption, we plan to use large modular units that will be fabricated offsite and delivered by marine transport. The modular units and other equipment would be constructed offsite and then fitted together at the project site to reduce the length of the construction period and the number of construction deliveries using local roads.

Operation

Safety is a primary factor in the design and development of the project. We will follow all best practice, laws, regulations and guidance regarding safety. The site will be operated under an environmental permit issued by the Environment Agency.

Decommissioning

When the plant is no longer in operation, it will be safely decommissioned. The design life is at least 30 years, as the SAF plant may operate longer depending on commercial and regulatory factors.

Decommissioning will involve removing all equipment and materials, and demolition will be carried out following a Decommissioning Environmental Management Plan and all environmental permit requirements.



Community and economic benefits

Lighthouse Green Fuels will bring substantial economic and employment benefits to Stockton-on-Tees and the wider Teesside region.

£2 billion

£2 billion investment into the UK's green economy

Apprenticeship schemes

Plans to setup or facilitate local apprenticeship schemes to upskill the local workforce and drive long-term economic growth

More than £3.8 billion

More than £3.8 billion in economic gross value added (GVA) within the UK and £750 million within Teesside over a 25-year period

Regeneration

Regeneration of a brownfield site, boosting local infrastructure

More than 3,400

More than 3,400 jobs supported nationwide during operations, including more than 600 local to Teesside

Leader in green industry

Teesside positioned as a leader in green industry

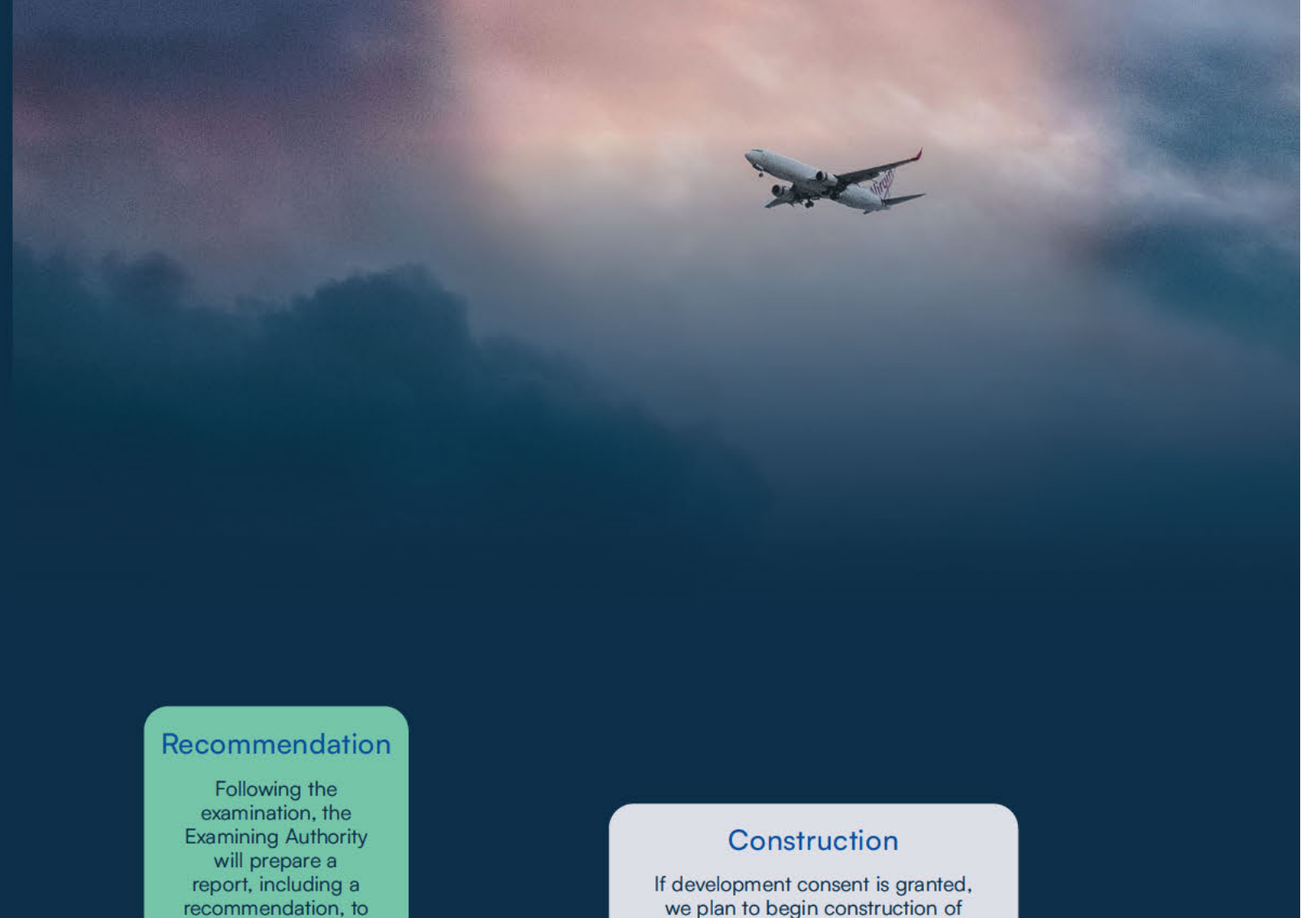
Project timeline

The Lighthouse Green Fuels project has been designated as a project of national significance to be consented by way of a Development Consent Order (DCO) under section 35 of the Planning Act 2008.

Applications for DCOs are examined independently by the PINS. Following an Examination of Lighthouse Green Fuels, the Planning Inspectorate (PINS) will make a recommendation to the Secretary of State for the Department for Energy Security and Net Zero, who will decide on the outcome of the application.

We expect the project to follow these key milestones before construction:

You can read more about the DCO process here: https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/



December 2025 to January 2026

Consultation

We will share our updated proposals with local community and stakeholders through a six-week period of statutory consultation.

July 2026

Application Submission

Following the statutory consultation and careful review of feedback, we will finalise our proposals and submit a Development Consent Order (DCO) application.

August 2026

Acceptance

The acceptance stage begins when an application is submitted to the Planning Inspectorate, who then has 28 days to determine if it meets the required standards for examination.

October to December 2026

Pre-examination

Once our application is accepted, any person or authority can register as an Interested Party and submit written representations to the Planning Inspectorate. An independent panel, known as the Examining Authority, will be appointed to conduct the examination. All Interested Parties will be invited to a Preliminary Meeting.

January to June 2027

Examination

The Examining Authority will examine the application, and all representations received from Interested Parties. Hearings will be held where members of the public are welcome to attend.

September 2027

Recommendation

Following the examination, the Examining Authority will prepare a report, including a recommendation, to be submitted to the Secretary of State.

December 2027

Decision

The Secretary of State will make a decision on whether to grant or refuse development consent.

2028

Construction

If development consent is granted, we plan to begin construction of Lighthouse Green Fuels as soon as practicable following approval.

2031

Commissioning

Commencement of commissioning in 2031 to support the UK's SAF Mandate targets.



Consultation information

To ensure we can gain feedback from the local community, we have a wide range of ways through which you can learn more about Lighthouse Green Fuels and provide feedback. Information about the project is available via:

Online

Explore our dedicated consultation website **www.lighthousegreenfuels.co.uk/consultation**, where you can find detailed information about Lighthouse Green Fuels. By visiting the website, you can stay connected with the latest project updates and announcements throughout the consultation and planning process. Members of the public can provide feedback via the online feedback form.

Join us at our consultation events

Get to know our team and project first-hand by attending our in-person events or webinars. These events offer an excellent opportunity to interact with our experts, ask questions, and provide feedback in a friendly and engaging environment.

Date	Venue	Time
Monday 8 December 2025	Online webinar	6pm-7:30pm
Saturday 13 December 2025	High Clarence Primary Academy, Port Clarence Road, Middlesborough, TS2 1SY	10am-3pm
Monday 15 December 2025	Online webinar	6pm-7:30pm
Wednesday 17 December 2025	Billingham Forum, The Causeway, Stockton-on-Tees, Billingham, TS23 2LJ	1pm-7pm
Thursday 18 December 2025	Billingham Rugby Club, Greenwood Rd, Stockton-on-Tees, Billingham, TS23 4BA	1pm-7pm
Wednesday 7 January 2026	Online webinar	6pm-7:30pm

Please register for the webinars via the project website **www.lighthousegreenfuels.co.uk/consultation** or by **emailing info@lgf.co.uk**. Recordings will be made available on the project website shortly after.

Materials in alternative formats

Upon request, all documents can be made available in alternative accessible formats, such as, large print and alternative languages. All requests should be made to the communications team by email at **info@lgf.co.uk** or via our dedicated Phoneline at **0800 157 7346**. The PEIR can be downloaded free of charge from the project website. A printed copy of the full PEIR will be available to view (but not take away) at the consultation events. A hard copy can be requested for a charge of £0.35 per page to cover printing and posting costs.

Information Point

Consultation documents, along with feedback forms and Freepost envelopes, will be available for inspection at a dedicated information point throughout the consultation period:

Billingham Library, Kingsway, Billingham, TS23 2LN

Opening hours:
Mon-Tue 8:30am-7pm,
Wed-Fri 8:30am-5pm,
Sat 9:30am-4pm,
Sun closed

Venues govern access to their facilities and may change their hours so please check with the venue before travelling.

How to give feedback

There are a number of different ways you can respond to the consultation:

- By returning a feedback form at our in-person events or via the Freepost address
- By completing the feedback form on our consultation website
- By getting in touch via email

The deadline for the statutory consultation is 11:59pm on Tuesday 13 January 2026. We encourage you to provide your feedback within this period to ensure that your comments are considered as we finalise our proposals for Lighthouse Green Fuels.

We will have regard to all comments received during the statutory consultation, as well as ongoing engagement with communities and stakeholders. All feedback is important to us and will help to influence the design of the Project. The feedback received during statutory consultation will be reviewed and analysed to understand key themes and issues of importance.

We will set out a summary of the responses that you have provided in a Consultation Report, which will detail how we have had regard to your feedback and how your feedback has influenced the proposals. This report will form part of our application for development consent which we expect to submit in 2026.

Contact us

If you would like to speak with a member of the Lighthouse Green Fuels project team, please don't hesitate to reach out to us. We are here to provide information, answer any questions and to take your feedback.

www.lighthousegreenfuels.co.uk

info@lgf.co.uk

0800 157 7346

FREEPOST LIGHTHOUSE GREEN FUELS
(no stamp required)

Scan the QR code to visit our consultation website:

Thank you for taking part in our statutory consultation on proposals for Lighthouse Green Fuels.

Your engagement and feedback will be instrumental in finalising the plans for Lighthouse Green Fuels, which we are expecting to submit to the Planning Inspectorate in 2026.

© Copyright Alfanar Energy Limited 2025.

Appendix F3 Consultation feedback form

Lighthouse GREEN FUELS

Consultation feedback questionnaire

Tuesday 2 December 2025 — Tuesday 13 January 2026



A new sustainable aviation fuel facility for Teesside

Lighthouse Green Fuels is currently hosting a consultation on its proposals for a sustainable aviation fuel production facility in the industrial area of Seal Sands, Stockton-on-Tees.

To inform your responses to this questionnaire please review the information presented in our consultation brochure and our Preliminary Environmental Information Report (PEIR).

The deadline for responses is **11:59pm on Tuesday 13 January 2026.** We will review all the feedback forms we have received during the consultation period.

A summary of the responses you have given during consultation, with details of how your feedback has helped shape our proposals will be reported in a Consultation Report. This Consultation Report will form part of our Development Consent Order (DCO) application and will be available to the public after we submit the application which we expect to be in 2026. Your feedback may be published in anonymised form as part of our Consultation Report.

Please note that it is not our policy to provide individual responses to consultation feedback.

Please return paper copy questionnaires to one of the team members or drop it in the box provided at an in-person event or send it to our Freepost address: **Freepost LIGHTHOUSE GREEN FUELS** (no stamp needed).

Electronic copies can be returned via email to **info@lgf.co.uk** or you can complete the questionnaire via the website (**www.lighthousegreenfuels.co.uk/consultation**).

If you would like to receive this questionnaire in larger print or in another format, please contact us on **0800 157 7346** or via email at **info@lgf.co.uk**.



About you

We will only use these details in accordance with our data privacy statement, as set out later in this form, including to contact you and update you on the proposals. You don't have to fill in this section.

Your details

Title (Miss/Mrs/Ms/Mr/Other):

First name or initial:

Surname:

Organisation (if applicable):

Telephone:

Email:

Address:

Postcode:

I confirm I am over 13 years old and agree to the privacy statement (see page 2) ☐

1. How would you describe your interest in Lighthouse Green Fuels? Please tick all that apply:

☐ Local resident ☐ Local business owner ☐ Potentially affected landowner or tenant/occupier

☐ Local representative (e.g. Councillor, MP) ☐ Statutory organisation (please name them)

☐ Member of a local interest group (please name them) ☐ Other (please specify)

Our Proposals for Lighthouse Green Fuels

2. Please tell us your views on using sustainable aviation fuel to reduce carbon emissions and decarbonise the aviation industry:

Please tick one option:

Strongly support | Support | Neutral | Oppose | Strongly oppose

Don't know

3. Based on the information presented as part of our statutory consultation, how supportive are you of our proposals for Lighthouse Green Fuels? Please tick one option:

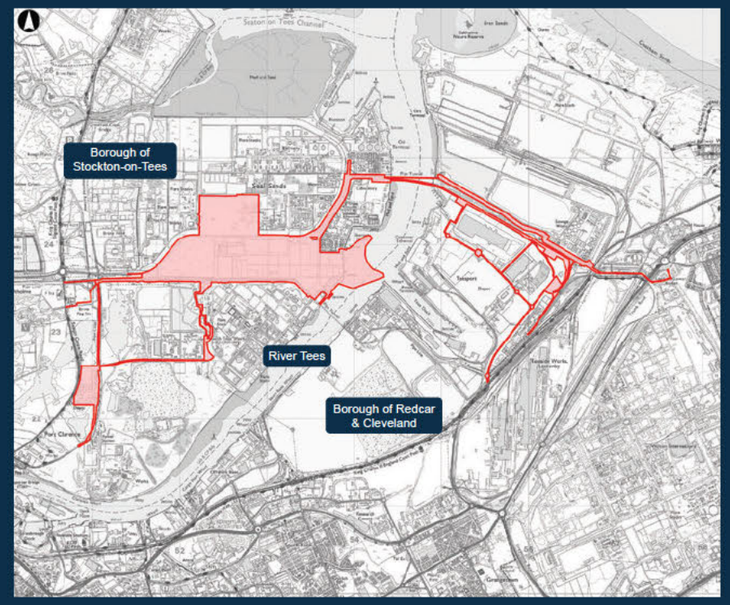
Strongly support | Support | Neutral | Oppose | Strongly oppose

Don't know

4. Please let us know the reasons for your responses in this section and any other comments you have:

Site configuration

Here is a plan of the Lighthouse Green Fuels main site. For more information on the site location and access please see pages 8 and 9 of our consultation brochure or visit our website.



5. Do you have any comments on the indicative project site layout and components within it?

Please specify any components you are commenting on:

6. Do you have any comments on our proposed road, river and rail access routes to and from the main project site?

Please specify any routes you are commenting on:

Environmental information

As part of this consultation, we have published a Preliminary Environmental Information Report (including a non-technical summary of the full report) which is available to view on our website. The purpose of this report is to present the likely significant environmental effects of the Project's construction, operation and decommissioning, consider how we could avoid or reduce any impacts, and support consultees in developing an informed view of the likely significant environmental effects of the proposed development.

On pages 17-20 of the consultation brochure, we provide a summary of environmental issues relating to the Lighthouse Green Fuels project.

7. Do you have any comments on our Lighthouse Green Fuels proposal and proposed environmental mitigation?

Landscape and visual

Biodiversity

Marine

Flood risk

Traffic and site access

Air quality

Noise

Other

Consultation

8. Please let us know how you heard about the consultation by ticking one or more of the following boxes:

- ☐ Received a community newsletter in the post
- ☐ Received an email from Lighthouse Green Fuels
- ☐ Saw it advertised in a newspaper/news website
- ☐ Saw social media coverage
- ☐ Saw it on the project webpages
- ☐ Word of mouth
- ☐ Other (please specify)

9. How informative did you find our consultation events and/or our consultation materials?

☐ Very informative ☐ Quite informative ☐ Not informative ☐ No opinion

☐ Not applicable

10. Please provide any further comments you would like to make on our proposals for Lighthouse Green Fuels



What happens next?

We will review all feedback we have received once the consultation closes at 11:59pm on Tuesday 13 January 2026.

After the statutory consultation we will use your comments, together with the findings of our environmental and technical studies, to finalise our proposals for Lighthouse Green Fuels that we will submit to the Planning Inspectorate.

Get in touch

You can find further information and details of the Project's progress at: **www.lighthousegreenfuels.co.uk/consultation** or by getting in touch with the project team using the details below.

Email us: info@lgf.co.uk

Call us: 0800 157 7346

Write to: Freepost LIGHTHOUSE GREEN FUELS

Data Privacy Notice

This privacy policy explains how Lighthouse Green Fuels Limited and Alfanar Energy Limited (referred to collectively as we, us, or our) collect and process your personal data, in connection with Lighthouse Green Fuel's application for a Development Consent Order. Lighthouse Green Fuels Limited and Alfanar are committed to protecting your personal information. Whenever you provide such information, we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the UK General Data Protection Regulation (GDPR).

How we use your personal data

We will share your Personal Data with the project team companies for planning evaluation purposes only. Your Personal Data will not be used for any other purposes without your consent. We may use your personal data collected via this consultation for a number of purposes, including:

- To analyse your feedback to the consultation
- To produce a Consultation report on the feedback we have received (your personal information will not be included in this report)
- To write to you with updates on our proposals, if you have provided consent for us to do so
- To keep up-to-date records of communications with individuals and organisations.
- As necessary for the purposes of complying with our legal obligations

For more information about how we collect and process your personal data, please see our privacy policy at: www.lighthousegreenfuels.co.uk privacy

© Copyright Alfanar Energy Limited 2025.

Appendix F4 Freepost envelope

FREEPOST
LIGHTHOUSE GREEN
FUELS

Appendix F5 Non-Technical Summary of PEIR

Lighthouse Green Fuels Development Consent Order

Preliminary Environmental Information Report

Non-Technical Summary

Planning Inspectorate Reference: EN0110025

28th November 2025

Contents

1. Non-Technical Summary 1
1.1 Introduction 1
1.2 The Applicant 2
1.3 Assessment Methodology 2
1.4 Description of the Existing Environment 5
1.5 The Proposed Development 7
1.6 Consideration of Alternatives 11
1.7 Summary of Environmental Effects 12
1.8 Summary and Conclusions 25
Figures 27

Tables

Table 1-1 Classification of Effects 2
Table 1-2 PEIR Contents 5

1. Non-Technical Summary

1.1 Introduction

1.1.1 This document is the Non-Technical Summary (NTS) of the Preliminary Environmental Information Report (PEIR) prepared to support a proposed Development Consent Order (DCO) application by LGF Projects Limited for the Lighthouse Green Fuels project on land within Stockton-on-Tees Borough Council and Redcar and Cleveland Borough Council. A DCO is required as the project has received a direction from the Secretary of State to seek development consent under the Planning Act 2008 (the 2008 Act). If granted, the DCO will authorise construction, operation, maintenance, and decommissioning of the proposed Lighthouse Green Fuels project (hereafter called the 'Proposed Development').

1.1.2 The Proposed Development will be the UK's first commercial-scale second-generation sustainable aviation fuel (SAF) facility, producing more than 180 million litres of SAF and 30 million litres of renewable naphtha annually from the processing of over one and a half million tonnes of biomass, making it one of Europe's largest SAF plants. The current DCO application replaces a previous proposed DCO application by a company connected to the Applicant for another site in Teesside (PINS Reference EN010150), which was at the pre-application stage and has been discontinued, as the Proposed Development requires a larger site with direct access to the River Tees for feedstock delivery.

1.1.3 Key components of the Proposed Development include feedstock reception and storage, pre-treatment of the biomass feedstock, SAF production, and product storage and export pipelines. An on-site biomass fired Combined Heat and Power (CHP) plant (itself meeting the threshold of a Nationally Significant Infrastructure Project ('NSIP')) is also proposed to be built to provide electricity and steam to the SAF production process. Connections extend from the main Site for industrial gases, water and wastewater, a proposed electrical connection and product export lines to existing ship and rail delivery infrastructure in the vicinity.

1.1.4 This NTS summarises the findings of the PEIR prepared under the EIA Regulations 2017 to inform the Statutory Consultation for the proposed DCO application.

1.2 The Applicant

1.2.1 The Applicant is LGF Projects Limited wholly owned by the Alfanar Group (Alfanar). Alfanar is a global project development, manufacturing, and engineering group headquartered in Saudi Arabia. Alfanar has developed significant in-house feedstock-to-SAF expertise. This experience will be utilised to construct and operate the Proposed Development.

1.3 Assessment Methodology

Environmental Impact Assessment Methodology

1.3.1 The Environmental Impact Assessment (EIA) process is intended to enable consenting decisions to be made with knowledge of the likely significant effects of a future development. The EIA, as has been progressed to date, is presented in the PEIR (Volumes 1 – 3) and summarised in this NTS.

1.3.2 EIA is undertaken to help anticipate changes (or 'impacts') that may occur to the environment as a result of the Proposed Development and assess key stages in the construction and operation (including maintenance and use) and where possible and relevant, decommissioning stages.

1.3.3 The EIA process identifies potentially sensitive 'receptors' that may be affected by these changes (e.g. people living near the development, local flora and fauna) and assesses the extent to which these receptors are likely to experience a 'significant effect'.

1.3.4 Where possible, standard methods and industry guidance are used to ensure consistency. Where significant adverse effects are identified, mitigation measures are proposed to reduce or avoid them. These measures are secured through planning conditions (called requirements) or other legal measures.

Table 1-1 Classification of Effects

Magnitude of Impact	Sensitivity/Importance of Receptor			
	High	Medium	Low	Very Low
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very Low	Minor	Negligible	Negligible	Negligible

1.3.5 In general, the classification of an effect is based on the magnitude (scale) of the impact and sensitivity or value/ importance of the receptor, using the matrix shown in Table 1-1. Moderate and major effects are

considered to be 'significant' for the purposes of the EIA Regulations in accordance with standard EIA practice.

EIA Scoping

1.3.6 EIA Scoping is a process that is designed to identify relevant topics that should be included in the EIA and reported in an Environmental Statement (ES). An EIA Scoping Report and request for an EIA Scoping Opinion, under Regulation 10 of the EIA Regulations, was submitted to the Planning Inspectorate (PINS) and relevant consultees on 1 October 2025 to allow them to comment on the extent of and approach to the environmental assessments to be undertaken.

1.3.7 A Scoping Opinion was received from PINS on 11 November 2025 and is presented within Appendix 1B (PEIR Volume 3). The scope of the PEIR is based on the Scoping Opinion received, as well being informed by the Scoping Opinion provided for the previous iteration of the Proposed Development which progressed through EIA Scoping and statutory consultation before the application was discontinued. As the main purpose of the Proposed Development is the same as it was for the previous iteration of the project, much of the work done to agree the scope and approach to environmental assessment remained appropriate. The EIA therefore includes assessments of the following environmental topics:

- Chapter 8: Air Quality;
- Chapter 9: Noise and Vibration;
- Chapter 10: Terrestrial Ecology;
- Chapter 11: Freshwater and Marine Ecology;
- Chapter 12: Water Environment and Flood Risk;
- Chapter 13: Landscape and Visual Impact Assessment (LVIA);
- Chapter 14: Greenhouse Gases;
- Chapter 15: Climate Change and Resilience;
- Chapter 16: Materials and Waste;
- Chapter 17: Socioeconomics;
- Chapter 18: Traffic and Transportation;
- Chapter 19: Major Accidents and Disasters;
- Chapter 20: Marine Navigation;
- Chapter 21: Geology and Soils;
- Chapter 22: Cumulative and Combined Effects; and
- Chapter 23: Summary of Likely Significant Residual Effects.

1.3.8 Following the publication of the Scoping Opinion, the environmental information for a DCO is reported in

two stages:

- A PEIR is prepared to inform statutory (formal) consultation with the public and other stakeholders about the Proposed Development, based on the preliminary environmental information available at the time of consultation; and
- An ES is then prepared to accompany the DCO application. The ES summarises the EIA of the Proposed Development, taking account of any design evolution that has taken place, as well as feedback received during consultation.

1.3.9 This PEIR has been prepared to meet the requirements of Regulation 12(2) of the EIA Regulations. In order to enable consultees to understand the likely environmental effects of the Proposed Development, the PEIR presents the preliminary findings of the environmental assessment undertaken up to that point in time. This allows consultees the opportunity to provide informed comments on the likely significant effects of the Proposed Development (including associated development) upon the environment, prior to the finalisation of the ES.

Consultation

1.3.10 Consultation is important in the preparation of DCO applications and in the EIA process. The 2008 Act requires applicants for development consent to carry out pre-application consultation on their proposals. This includes consultation on the PEIR.

1.3.11 Consultation with key stakeholders has been ongoing throughout the EIA process and comments raised have been addressed in the PEIR where applicable. Engagement with key stakeholders will be ongoing during the preparation of the ES and DCO application.

Preliminary Environmental Information Report

1.3.12 The format of the PEIR is outlined in Table 1-2.

Table 1-2 PEIR Contents

PEIR Volume	Content
Volume 1 – Main Chapters	Chapters 1 - 2 present an introduction to the project and EIA assessment methodology. Chapters 3 - 6 present a description of the Site and surrounding areas; components of the Proposed Development, their construction and decommissioning, shift, design evolution and alternatives. Chapter 7 presents a summary of relevant legislation and planning policy. Chapters 8 – 21 present the findings of the environmental assessments, likely significant effects identified, and mitigation, monitoring and enhancement measures proposed. Chapter 22 provides an initial assessment of the potential for cumulative and combined effects to occur as a result of the Proposed Development with other proposed developments. Chapter 23 provides a summary of the likely significant residual environmental effects identified.
Volume 2 - Appendices	Presents additional information to support the environmental assessments in Volume I.
Volume 3 – Figures	Presents figures that accompany Volumes I and II.
Volume 4 – Non-Technical Summary	A stand-alone summary of the PEIR Volumes listed above in non-technical language (this document).

1.4 Description of the Existing Environment

The Site and Surroundings

1.4.1 The Proposed Development site (called the 'Site') is situated in Teesside. The site on which the SAF plant is proposed to be built (the 'Main Site') is predominantly brownfield land on Seal Sands, north of the river Tees. The wider Site also includes land extending on both the north and south banks of the River Tees, with connection utility corridors crossing through existing infrastructure under the river. Historically, the main Site was operated as a chemical plant most recently owned and operated by INEOS Nitriles. This plant has been decommissioned and cleared, leaving mainly concrete hardstanding with some vegetated areas and two jetties along the river frontage. The western end of the main Site includes a former landfill vegetated with grass and scrub, while the northern section is largely undeveloped greenfield land. The surrounding area is dominated by industrial uses, including gas processing facilities, bulk chemical storage terminals, chemical plants, and energy-from-waste facilities.

Existing Environment

Local Environment and Ecology

1.4.2 The main Site is approximately 4km south-west of Teesmouth. It is adjacent to (and the proposed quay is within) nationally and internationally designated conservation sites, including the Teesmouth and Cleveland Coast Special Protection Area (SPA), Ramsar Site (a wetland of international importance designated under the Ramsar Convention on Wetlands), and Site of Special Scientific Interest (SSSI).

1.4.3 These designations encompass intertidal sand and mudflats, saltmarsh, saline lagoons, sand dunes, and coastal waters that support significant bird populations. The Tees Estuary and nearby Bran Sands Lagoon form part of this ecological network. To the south-west of the Main Site is the Royal Society for the Protection of Birds (RSPB) Saltholme Nature Reserve.

Nearby Communities and Infrastructure

1.4.4 The Site lies within the administrative boundaries of Stockton-on-Tees Borough Council (where the Main Site is located) and Redcar and Cleveland Borough Council. It is approximately 5km east of Billingham and 4km north-east of Middlesbrough. The nearest communities include Port Clarence (2.8km south-west) and Cowpen Bewley (3.5km north-west), which also contains listed buildings and a conservation area.

1.4.5 Surrounding infrastructure includes industrial facilities such as Navigator Terminals, SABIC, Exolum, N+P Subcoal, Whitetower, KD Pharma, Lianhetech, BOC and others, as well as consented projects like the Northern Endurance Partnership CO_2 Gathering Network and the proposed H2Teesside hydrogen pipeline. To the south, across the river, lies Teesport - one of the UK's largest ports - and the Teesworks development area, which is earmarked for low-carbon energy projects.

Water and Flood Risk

1.4.6 The River Tees forms the eastern boundary of the Main Site and is a tidal estuary from the Tees Barrage to Teesmouth. The coastline at Tees Bay lies about 4km north-east, and includes Coatham Dunes and associated habitats. Bran Sands Lagoon and Dabholm Gut are key water bodies near the proposed pipeline corridors. These areas are integral to the SPA and Ramsar designations, supporting wetland and intertidal habitats.

1.4.7 The Site is predominantly within Flood Zone 1, denoting the lowest level of flood risk. Some of the connection corridors extend into areas of potentially higher flood risk (Food Zones 2 and 3).

Geology and Soil

1.4.8 The Site was used as a chemical plant from the 1970s onward and includes extensive concrete hardstanding. The western section comprises a closed landfill that is now vegetated with grass and scrub, while the northern section is undeveloped greenfield land. The underlying geology is Mercia Mudstone bedrock overlain by superficial deposits. The industrial area of Seals Sands is built on land reclaimed from the River Tees. The geology and soil conditions reflect a mix of industrial legacy and land reclamation.

Landscape

1.4.9 The landscape is dominated by heavy industry, with Seal Sands and Teesport forming a highly modified setting. Despite this, nearby ecological sites and water bodies create some visual and functional separation from residential areas. Heritage assets include the Grade II listed Haverton Hill and Port Clarence War Memorial (2.8km south-west) and several listed properties in Cowpen Bewley (3.5km north-west). The nearest conservation area is also in Cowpen Bewley. Recreational routes such as the King Charles III England Coast Path and Teesdale Way pass close to the Proposed Development, and visitor attractions include the RSPB Saltholme Nature Reserve and Teesmouth National Nature Reserve.

1.5 The Proposed Development

Components of the Proposed Development

1.5.1 The Proposed Development includes the construction, operation, maintenance and eventual decommissioning of a commercial-scale facility that will produce more than 180 million litres of advanced SAF and approximately 30 million litres of renewable naphtha each year.

1.5.2 The Proposed Development will include a new quay on the River Tees to allow delivery of modular plant and construction materials by ship and biomass feedstock during operation, reducing road transport and associated emissions. Feedstock will be stored in silos and pre-treated on site before being processed into SAF through a gasification process. The process will also produce renewable naphtha

for use as a chemical feedstock.

1.5.3 To support operations, the site will include a biomass-fired CHP plant capable of generating up to 200 megawatts (MW) of electricity and steam, ensuring a low-carbon energy supply for the SAF process. Additional connections will provide natural gas for start-up, water for processing, and oxygen and nitrogen from existing pipelines. Alternatively, a new Air Separation Unit may be built on Site for production of oxygen and nitrogen. Finished products will be transferred via pipelines to local marine and rail loading facilities for export of SAF or exported by road, as would any off-specification material.

1.5.4 The plant is designed for continuous operation, 24 hours a day, seven days a week, and will create a significant number of permanent jobs alongside temporary roles during construction and maintenance. Construction is expected to begin in early 2028, subject to consent and investment decisions, with commercial operations starting by 2031. The facility is expected to have an at least 30 year operational life – potentially longer subject to commercial decisions at that time. On closure, the plant will be decommissioned in accordance with environmental and safety regulations, with an emphasis on recycling and reuse of materials.

Design Parameters

1.5.5 As the detailed design of the Proposed Development is not yet completed, maximum design parameters have been used to enable a robust EIA to be undertaken. A conservative approach has been adopted whereby the parameters that give rise to the worst-case potential environmental impacts and effects are assessed. This is known as the 'Rochdale Envelope' approach and is further explained in PINS Advice Note Nine: Using the Rochdale Envelope.

1.5.6 The final design will be within the Rochdale Envelope parameters assessed within the PEIR and presented in the ES and the Draft DCO.

1.5.7 Figure 1-1 Lighthouse Green Fuels - Visualisation (south-east)shows an indicative layout of the Main Site.

Proposed Development Construction

1.5.8 Construction of the Proposed Development is proposed to commence in 2028, subject to consent, and is expected to take between three and four years including commissioning. Each topic assessment in the PEIR assesses a reasonable

worst-case construction scenario. Contractors will deliver the works under the Applicant's oversight to ensure compliance with legal requirements.

1.5.9 Core construction working hours will be between 07:00 and 19:00 Monday to Friday (except bank holidays), Saturday 07:00 to 16:00 and Sunday 08:00 to 17:00. However, it is likely that some construction activities may need to be undertaken outside of these core working hours. Where on-site works are to be conducted outside the core hours, they would comply with any restrictions agreed with the local planning authority, in particular regarding control of noise and traffic.

1.5.10 Twenty-four hour working for certain activities has therefore been assessed in the PEIR which sets out specific mitigation and control measures required to prevent disturbance from any activities outside of core working hours. A detailed Construction Environmental Management Plan (CEMP) will be prepared and legally secured through the DCO, with an Outline CEMP forming part of the DCO submission.

1.5.11 Preliminary works may include jetty demolition, site preparation, removal of unsuitable or contaminated materials, and ground investigations. Main works will involve earthworks, temporary spoil storage, imported fill and best-practice soil management. Laydown areas, welfare facilities, and compounds will be established on-site and at strategic locations in pipeline corridors.

1.5.12 Quay construction will follow removal of the existing jetties. Three quay design options are under consideration with some requiring percussive piling and structural works. Quay construction and operation will also require capital dredging to be undertaken for vessels to use the approach channel in the Tees and to create a berthing pocket at the quay for offloading.

1.5.13 Main civil and process works on the Main Site will include formation of a development platform and installation of foundations. The SAF production facility will be constructed using pre-fabricated modules brought to the Site by sea and offloaded at the quay together with conventional construction techniques. Construction will use cranes up to 155m high. Where feasible, continuous flight auger piling will be utilised to develop the foundations for the main plant buildings and structures.

1.5.14 Construction traffic accessing the Site via Seal Sands Road- Peak movements are estimated at 120 heavy goods vehicle (HGV) trips daily and up to around 1,200 car trips for a workforce of around

2,000, while abnormal loads will mainly arrive by ship (approximately 300 consignments in around 200 deliveries over 18 months).

1.5.15 Materials and waste will be managed under a Site Waste Management Plan, with segregation and licensed disposal. Best-practice measures and environmental commitments will be implemented throughout construction to minimise impacts.

Proposed Development Operation

1.5.16 The Proposed Development will include feedstock reception and storage, feedstock pre-treatment, SAF production, product storage, export facilities, and supporting utilities.

1.5.17 Sustainably sourced biomass feedstock and waste wood for the CHP will predominantly be delivered by ship to the proposed new quay. Pre-treatment will prepare biomass for gasification. The gasification process will produce a gas for conversion into liquid hydrocarbons by a process which will yield SAF and naphtha. Power and steam will come primarily from an on-site biomass CHP plant (up to 200 MWe), fuelled using biomass and waste wood. The CHP plant will include flue gas treatment and cooling systems.

1.5.18 External connections include natural gas for start-up, water and wastewater links to Northumbrian Water infrastructure, and potential oxygen and nitrogen pipelines. A future CO_2 export connection is anticipated but is outside the scope of this consent application. Drainage will segregate clean and contaminated water to prevent pollution. Wastewater will be piped to Northumbrian Water Ltd's Bran Sands facility for treatment.

Proposed Development Decommissioning

1.5.19 The Proposed Development will have an at least 30 year operational life and subsequent decommissioning period but is expected to operate for longer, subject to market conditions. At the end of its lifespan the Proposed Development would be decommissioned.

1.5.20 A Decommissioning Plan (including Decommissioning Environmental Management Plan (DEMP)) will be produced at the time of cessation of operations and agreed with the Environment Agency (EA) as part of the Environmental Permit and site surrender process.

1.6 Consideration of Alternatives

Introduction

1.6.1 The EIA Regulations state that a PEIR should include a description of reasonable and relevant alternatives studied by an applicant and the main reasons for selecting the chosen development, taking into account the environmental effects. Chapter 6: Alternatives and Design Evolution (PEIR, Volume 1) provides this information in respect of the Proposed Development.

1.6.2 The detailed design of the Proposed Development has not yet been completed and will continue to evolve beyond the point of submission of the DCO Application.

Alternatives Considered

1.6.3 In summary, alternatives have been considered during the evolution of the Proposed Development including:

- Alternative Sites;
- Alternative feedstocks; and
- Alternative technologies.

1.6.4 The environmental effects of these alternatives have been compared to inform the Proposed Development layout and design.

1.6.5 The chosen Seal Sands Site location offers a large, predominantly brownfield industrial site with direct access to the River Tees, enabling construction of a quay for importing modular plant and biomass feedstock. It also provides proximity to road, rail, and marine transport for product export, as well as opportunities to connect to utilities including natural gas, electricity, water and wastewater treatment. The Site's size allows for an on-site CHP plant to supply low-carbon electricity and steam, reducing the carbon intensity of SAF production. Additionally, the Site is close to the Northern Endurance Partnership's CO_2 transport and storage network, providing future potential for carbon capture integration.

1.6.6 The design as presented in this PEIR has evolved through environmental appraisal, stakeholder consultation, and application of the Rochdale Envelope approach to allow flexibility while ensuring robust environmental assessment. Key decisions have balanced technical feasibility, commercial viability, and environmental considerations. The design will continue to evolve during the preparation of the DCO application and the ES will set out the reasonable alternatives considered.

1.7 Summary of Environmental Effects

1.7.1 This section provides a summary of the likely environmental effects predicted to occur as a result of the construction, operation, maintenance and decommissioning of the Proposed Development. These likely significant environmental effects are described further in PEIR Volume 1 and its accompanying technical appendices (PEIR Volume 2). The full position will be set out in the ES included within the DCO application after all assessments have been fully completed for the final design

1.7.2 A summary of likely significant residual effects (effects that are likely to occur even after the implementation of mitigation measures) is outlined in Chapter 23: Summary of Likely Significant Residual Effects (PEIR Volume 1).

Air Quality

1.7.3 Chapter 8: Air Quality (PEIR Volume I) provides a preliminary assessment of the Proposed Development on air quality during construction, operation, and decommissioning, focusing on human health and ecological receptors.

Likely Impacts and Effects

1.7.4 During construction, activities such as earthworks and material handling could generate dust. Without controls, this could affect nearby receptors, but with standard best practice measures in place, such as dust suppression and wheel washing, these effects are expected to be negligible, particularly given the distances to the nearest residential receptors. Additional traffic during construction will increase emissions of nitrogen dioxide and fine particles, but modelling shows these changes will be very small and well below health-based standards. Emissions from construction machinery will also be minor and controlled through good practice measures.

1.7.5 When the plant is operating, emissions will come from the emission stacks. These emissions have been modelled and compared against national air quality standards. For all pollutants, predicted concentrations at residential and ecological sites are well within safe limits and considered negligible. Deposition of nitrogen and acidic substances on sensitive habitats is also predicted to be well below critical levels and critical loads. Operational plant emissions will be monitored to demonstrate that emission limit values set within an environmental permit will be met; compliance with the permit will be

regulated by the EA.

1.7.6 Air quality effects during decommissioning are expected to be less than those during construction and are considered not significant.

1.7.7 With embedded mitigation measures and compliance with strict environmental standards, the Proposed Development is not expected to cause significant effects of air quality for people or the environment.

Noise and Vibration

1.7.8 Chapter 9: Noise and Vibration (PEIR Volume 1) provides a preliminary assessment of potential noise and vibration impacts from the Proposed Development on sensitive human receptors. The study adopts worst-case assumptions based on current design information and applies recognised standards such as BS 5228 for construction noise and vibration and BS 4142 for operational noise.

Likely Impacts and Effects

1.7.9 Noise impacts may arise from site preparation, earthworks, piling for on-site structures and quay construction, module installation, and pipeline works. Vibration could occur from piling and ground compaction. Construction traffic may cause temporary noise increases, particularly near the A1185 in Billingham.

1.7.10 Underwater noise from dredging and piling will be assessed in more detail in the ES when the quay design is finalised. With embedded mitigation and best practicable means, significant effects from construction noise and vibration are considered unlikely.

1.7.11 Operational noise sources include feedstock handling, SAF production plant operations, CHP plant operation, exhaust stacks, and ancillary equipment. Noise modelling predicts that rating levels at all assessed receptors will remain below thresholds for adverse impact, indicating low impact under BS 4142 criteria. Rail operations – if undertaken - are expected to introduce a small number of additional freight movements at night, resulting in minor noise changes at receptors but with no significant effects. Vibration increases from rail are predicted to be negligible. Underwater and marine traffic noise during operation is scoped out of further assessment due to minimal change compared to existing river traffic.

1.7.12 Impacts during decommissioning are expected to be less than those of construction and at a reduced scale, since no piling or hardstanding clearance are

anticipated as being required. The quay are anticipated to remain in place, further limiting potential effects. No significant adverse effects are anticipated.

1.7.13 Overall, the preliminary assessment concludes that significant noise and vibration effects are unlikely during construction, operation, or decommissioning, provided embedded mitigation measures are implemented. Construction traffic noise near Billingham will be examined in detail at the ES stage. Operational noise impacts are predicted to be low, and rail-related effects are minor. Residual effects after mitigation are expected to be negligible.

Terrestrial Ecology

1.7.14 Chapter 10: Terrestrial Ecology (PEIR Volume 1) provides a preliminary assessment of likely significant effects of the Proposed Development on terrestrial ecology during construction and operation. It sets out the methodology and scope for the terrestrial ecology assessment, based on currently available information. Where necessary, the chapter identifies where further assessment will be required in the ES.

Likely Impacts and Effects

1.7.15 The Chapter reports the preliminary assessment of likely significant effects of the Proposed Development on terrestrial ecology during construction. It sets out the methodology and scope for the terrestrial ecology assessment, based on currently available information. Where necessary, further assessment will be required in the ES.

1.7.16 On a precautionary basis, the main impacts during construction include temporary loss and disturbance of habitat within the Teesmouth and Cleveland Coast SPA and Ramsar Eston Pumping Station LWS; habitat loss including impacts on amphibians, breeding birds, otter, and wintering birds due to fragmentation, noise and vibration and artificial lighting.

1.7.17 Construction and Operational effects will be examined in detail at the ES stage.

1.7.18 Mitigation during construction may include timing vegetation removal works outside the bird breeding bird season, or use of a pre-clearance inspection to identify nesting birds and definition of exclusion zones. If required, applications for protected species licensing will be made. Where licensing is not required, precautionary working methods may be employed for works with the potential to impact on

protected and notable species. These will be included in the CEMP. Mitigation may require compensation and enhancement measures within the Proposed Development. Options outside the site boundary will be explored in the local area.

1.7.19 A full assessment of the operational phase of the Proposed Development and mitigation measure to minimise impacts will be made within the ES.

Freshwater and Marine Ecology

1.7.20 Chapter 11: Freshwater and Marine Ecology (PEIR Volume 1) provides a preliminary assessment of the potential impacts of the Proposed Development on freshwater and marine ecology. The Proposed Development includes demolition of two jetties, construction of a new quay, capital and maintenance dredging, and increased vessel movements during construction and operation. The quay lies within the Teesmouth and Cleveland Coast SPA, Ramsar site, and SSSI, making it a highly sensitive location.

Likely Impacts and Effects

1.7.21 During construction, the main impacts include temporary loss and disturbance of intertidal and subtidal habitats due to jetty demolition, quay construction, and dredging. These activities will increase turbidity and may release any contaminants if present within sediments. If unmitigated, underwater noise from piling, geophysical surveys, and potential unexploded ordnance (UXO) clearance poses risks to marine mammals and fish, while artificial lighting at night may alter behaviour. Vessel movements increase collision risk and wave wash effects, though these are considered minor given existing high traffic levels. There is also a risk of introducing invasive and non-native species (INNS) through ballast water and hull fouling.

1.7.22 During operation, potential impacts include maintenance dredging, ongoing vessel traffic, and accidental spills of fuel or chemicals, which could affect water quality and sensitive species. Underwater noise and artificial light remain potential stressors, and the risk of INNS persists. Freshwater receptors are unlikely to be significantly affected, apart from potential changes in surface water management during construction.

1.7.23 Most impacts are assessed as minor or negligible after mitigation, though moderate significance is attributed to subtidal habitat loss and potential chemical contamination during construction, and major significance to accidental spills affecting

marine mammals if unmitigated. Measures to mitigate effects on freshwater and marine ecology will be identified in the ES. A Marine Licence will be sought which will include measures agreed with marine stakeholders to protect the marine environment and minimise the risk of harm. Mitigation measures include implementing robust water and sediment management measures and also to undertake sediment quality testing prior to submission of the DCO application in order to understand the levels of existing contamination already present. Residual effects after mitigation are predicted to be minor or not significant. Climate change may exacerbate pressures through coastal squeeze, species regime shifts, and increased viability of INNS, but these are independent of the Proposed Development and will be considered in future resilience planning.

Water Environment and Flood Risk

1.7.24 Chapter 12: Water Environment and Flood Risk (PEIR Volume 1) provides a preliminary assessment of the potential impacts on water quality, hydrology and hydrogeology, and flood resilience. The assessment considers designated sites, Water Framework Directive (WFD) compliance, and future climate change scenarios. A Level 2 Flood Risk Assessment has informed the preliminary assessment.

Likely Impacts and Effects

1.7.25 During construction, the most significant risks arise from activities such as jetty demolition, quay construction and dredging. These could lead to temporarily increased turbidity in the Tees Estuary, potential mobilisation of existing contaminated sediments into the estuarine waters patterns. There is also a risk of accidental pollutant spills and sediment-laden runoff affecting surface water and groundwater quality. The Main Site is in Flood Zone 1 as land at low risk of flooding. The quay will be located in land at risk of flooding but is water compatible development. Parts of Seal Sands Road and pipeline construction corridors in South Tees are in Flood Zones 2 and 3. While most effects are expected to be slight and temporary with embedded mitigation, adverse effects are predicted for water quality in the River Tees without additional mitigation. Measures to control and minimise the potential effects of flooding on construction workers and the environment will be included in the DCO application.

1.7.26 Operational impacts associated with the Proposed Development will slightly increase the area of impermeable surfaces leading to slightly increased higher runoff rates, and potentially increased flood risk. Routine maintenance dredging and vessel movements could disturb sediments, affecting water quality. Discharge of treated effluent is proposed to be to Bran Sands Wastewater Treatment Plant with treated effluent discharged to Tees Bay using the proposed Bran Sands long sea outfall. Overall, most operational effects are assessed as slight adverse, but moderate to large adverse effects associated with flood risk and sediment disturbance could occur without mitigation.

1.7.27 With embedded mitigation such as a CEMP, pollution prevention protocols, a dredging management plan and a drainage strategy, most construction-phase effects are reduced to negligible or slight adverse and are not significant. During operation, residual effects are generally minor, but moderate adverse effects could persist for flood risk and sediment mobilisation. No significant effects are anticipated for groundwater quality or designated sites once mitigation is applied. The ES will refine these assessments, confirm drainage design, and detail additional measures such as flood resilience and water quality monitoring. Overall, the Proposed Development will comply with regulatory requirements and maintain environmental protection, with mitigation and monitoring strategies identified at the application stage and secured through the DCO.

Landscape and Visual Impact Assessment

1.7.28 Chapter 13: Landscape and Visual Impact Assessment (PEIR Volume 1) provides a preliminary assessment of potential changes to landscape character and visual amenity during construction and operation. It considers the scale and nature of the Proposed Development, which includes tall structures such as a flare stack up to 140m high, the CHP plant stack, process columns, large buildings, and associated infrastructure.

Likely Impacts and Effects

1.7.29 During construction, impacts will include site clearance, earthworks, installation of temporary compounds, and erection of large structures, cranes, and lighting. These activities will introduce additional prominent industrial elements into an already industrial landscape and views. Operational impacts will involve the presence of tall stacks,

process columns, and large-scale buildings, altering the visual composition of the estuary and adjacent areas. Despite the scale of development, the existing industrial context limits the magnitude of change for most receptors. Landscape character effects are predicted to be minor and not significant across all receptors. Visual effects are similarly limited, with most receptors experiencing minor adverse changes. However, significant moderate adverse effects are identified for recreational receptors at Seal Sands car park and Saltholme RSPB reserve, where views towards the Proposed Development will be more pronounced due to proximity and open sightlines.

1.7.30 The assessment concludes that the Proposed Development will not result in significant landscape effects due to the dominance of existing industrial features and the limited susceptibility of the landscape to further change. Visual effects are generally minor and not significant, except for two recreational receptor locations where moderate adverse effects are anticipated during both construction and operation. Embedded mitigation measures, such as directional lighting, will help reduce visual prominence. Planting is not considered effective or possible for screening tall structures. No additional mitigation is proposed, and residual effects remain as assessed. Overall, the Proposed Development is judged to have a limited influence on the wider landscape and visual environment, with significant effects confined to a small number of viewpoints close to the site.

Greenhouse Gases

1.7.31 Chapter 14: Greenhouse Gases (GHG) (PEIR Volume 1) provides a preliminary assessment of GHG emissions associated with the Proposed Development. The assessment evaluates emissions across the entire lifecycle, using a precautionary worst-case approach. The primary purpose of the Proposed Development is to produce sustainable aviation fuel (SAF), which will displace conventional jet fuel and contribute to national and aviation decarbonisation targets.

Likely Impacts and Effects

1.7.32 The Proposed Development is expected to emit approximately 3.6 million tonnes of carbon dioxide equivalent ($MtCO_2e$) over its lifecycle. Construction accounts for around 12% of these emissions (0.45 $MtCO_2e$), primarily from material production and transport. Operation is the dominant contributor, responsible for 88% of emissions (3.17 $MtCO_2e$),

largely due to biomass cultivation, pellet production, and SAF processing. Decommissioning emissions are minimal, less than 1% of the total.

1.7.33 When compared to the UK's Carbon Budgets, the Proposed Development's emissions represent a very small fraction, less than 0.1% of any five-year budget and up to 2% of indicative budgets beyond 2048. Sector-specific contextualisation shows similarly low contributions relative to aviation and fuel supply pathways. Importantly, the project will produce approximately 180 million litres of SAF annually, reducing lifecycle emissions by about 80% compared to traditional jet fuel. Over 30 years, this equates to an estimated 12.8 $MtCO_2e$ of avoided emissions, delivering a carbon payback ratio of roughly 3.5:1. Construction emissions alone are expected to be offset within just over one year of operation.

1.7.34 The assessment concludes that direct emissions have been minimised and that the Proposed Development will have a net beneficial climate impact due to its role in displacing fossil-derived aviation fuel. It aligns with the UK's Net Zero Strategy, and is a key enabler project to help the UK meet its Jet Zero ambitions, and deliver the SAF Mandate, contributing around 5% of the mandated domestically produced SAF requirement by 2040. Embedded mitigation measures such as using a predominantly brownfield site and on-site biomass CHP for low-carbon energy to further reduce emissions.

1.7.35 No additional mitigation is proposed at this stage, and residual effects remain minor adverse and not significant. Overall, the project is considered consistent with national decarbonisation objectives and represents a key enabler of low-carbon aviation.

Climate Change Resilience

1.7.36 Chapter 15: Climate Change Resilience (CCR) (PEIR Volume 1) provides a preliminary assessment of potential climate hazards and their implications for the Proposed Development over its anticipated 25-year design life, at least 30 year operational life and subsequent decommissioning period.

Likely Impacts and Effects

1.7.37 Climate projections indicate significant changes in temperature, precipitation, and sea level over the lifetime of the Proposed Development. By the 2080s, summer temperatures could rise by nearly 4°C, winter temperatures by 3°C, and heatwaves could increase from less than one per year to over

four annually. Summer rainfall is projected to decrease by up to 23%, while winter rainfall could rise by 21%, increasing flood risk. Sea levels near the site may rise by up to 0.7m by the end of the century. These changes introduce hazards such as extreme heat, heavy precipitation and flooding, storms and high winds, drought, and sea level rise.

1.7.38 During operation, warmer temperatures could increase cooling demands and pose health risks to workers, while heavy rainfall and flooding may damage assets, disrupt operations, and mobilise pollutants. Storms and high winds could lead to physical damage, power outages, and supply chain disruption. Drought conditions may reduce water availability for process and cooling needs, potentially causing temporary shutdowns. Sea level rise could exacerbate flood risks and corrosion of marine infrastructure. Similar hazards apply during decommissioning, with additional health and safety concerns for workers exposed to extreme weather.

1.7.39 With embedded mitigation measures in place, the assessment concludes that no significant residual effects are expected. Design measures include compliance with relevant codes and standards, floor levels informed by the Flood Risk Assessment, robust drainage systems, lightning and surge protection, and emergency response planning. Critical equipment will be housed in weather-protected structures, and contingency plans will address supply chain disruptions. The CHP plant will provide on-site power to reduce reliance on external grids, and critical systems will be designed for safe operation during electrical failures. Monitoring protocols will track extreme weather events, drainage performance, and structural integrity, with maintenance schedules adjusted as necessary.

1.7.40 Overall, the Proposed Development is considered resilient to projected climate changes. While some hazards, such as storms and flooding, initially present moderate risks, these are reduced to minor or negligible levels through embedded design and operational measures. No additional mitigation beyond what is already planned is deemed necessary, and ongoing monitoring will ensure adaptive management throughout the facility's life cycle.

Materials and Waste

1.7.41 Chapter 16: Materials and Waste (PEIR Volume 1) provides a preliminary assessment of primarily the construction phase, as operational and decommissioning phases are anticipated to have

negligible impacts on material consumption and waste generation. Operational activities will involve only minor use of consumables and natural gas for start-up, while decommissioning will not require significant new material resources. Consequently, both phases are scoped out of detailed assessment. The chapter also identifies measures to avoid and mitigate impacts through design and sustainable resource management.

Likely Impacts and Effects

1.7.42 During construction, the Proposed Development will consume significant quantities of materials such as aggregates, asphalt, cement, steel, and specialist industrial products. While these demands will be notable, they are unlikely to cause significant depletion of regional or national stocks given current availability. Waste will arise from site clearance, demolition of jetties, excavation, and general construction activities, including concrete, metals, soils, and packaging. Some waste may be hazardous due to potential contamination from historic land use. The operation phase will generate only small quantities of waste, such as ash and slag, which will be managed in accordance with the waste hierarchy. Feedstock for the plant will consist of sustainably sourced biomass. Decommissioning impacts cannot be reliably predicted at this stage and will be addressed in a future plan.

1.7.43 The assessment concludes that the construction phase will have slight adverse effects on material resources and landfill capacity, but these are not considered significant due to the availability of resources and infrastructure. No mineral sterilisation is expected despite the presence of safeguarding areas for gypsum and salt in the area. Waste diversion rates are anticipated to remain high, consistent with national recovery trends, further reducing potential impacts on landfill capacity. Operational and decommissioning phases are expected to have negligible effects. Mitigation measures, including a Site Waste Management Plan, Materials Management Plan, and sustainable design principles such as modular construction and designing out waste, will further minimise impacts. Residual effects after mitigation are assessed as not significant.

Socioeconomics

1.7.44 Chapter 17: Socioeconomics (PEIR Volume 1) presents the findings of the preliminary assessment of the likely significant effects arising from the construction and operation of the Proposed

Development on Socioeconomics.

Likely Impacts and Effects

1.7.45 The construction of the Proposed Development is anticipated to generate direct, indirect and induced opportunities for employment and Gross Value Added (GVA), which are likely to give rise to a significant beneficial effect. Temporary construction activities are considered likely to generate significant, positive impacts in the context of local and regional markets, benefiting residents and businesses in the local and regional study areas. Overall, the Proposed Development could support a significant number of jobs, as well as significant GVA both directly and indirectly through construction-related spending. The operational phase is not anticipated to give rise to any significant adverse effects.

Traffic and Transportation

1.7.46 Chapter 18: Traffic and Transportation (PEIR Volume 1) provides a preliminary assessment of the likely significant effects of the Proposed Development on traffic and transport during construction, operation and decommissioning. The assessment considers both motorised and non-motorised users (NMUs), i.e. pedestrians, cyclists and equestrians, within a defined study area and evaluates potential impacts such as severance, pedestrian delay, NMU amenity, fear and intimidation, road safety, and driver delay.

Likely Impacts and Effects

1.7.47 Traffic generation is expected to be highest during the construction phase, with up to 1,200 car and light goods vehicle (LGV) trips per day and 180 HGV trips, in addition to the abnormal indivisible loads (AILs) for large components delivered by ship or, if ship cannot be used, by road. Operational traffic will be lower, with up to approximately 450 car/LGV trips and up to 90 HGV trips daily. Decommissioning impacts are anticipated to be similar to or less than those during construction.

1.7.48 Preliminary analysis indicates that most links within the study area will experience negligible changes in traffic flow, generally below the 30% threshold for significant severance or amenity effects. The site access road is the only link predicted to exceed this threshold, but its low environmental sensitivity means the effect is classified as slight and not significant. Changes in HGV flows are also negligible across all links proposed to be used by

site construction traffic. Consequently, impacts on amenity and the anxiety and discouragement experienced by NMU are assessed as neutral or slight adverse. No step changes in hazard scores were identified, and public transport services are expected to remain unaffected. Road safety analysis shows no inherent issues within the study area, although a full review of collision data and junction performance will be undertaken for the ES. Driver delay and cumulative impacts will also be assessed.

1.7.49 With embedded mitigation measures such as a Construction Traffic Management Plan (CTMP) and Construction Worker Travel Plan (CWTP), residual effects during construction are expected to be neutral or slight adverse and therefore not significant. These measures will manage vehicle routeing, timing, and parking, and promote sustainable travel options for workers. No additional mitigation is currently proposed, but further refinement will occur as design details progress. Overall, the Proposed Development is unlikely to result in significant traffic or transport effects, provided that planned management strategies are implemented. The ES will confirm final trip generation, junction capacity modelling, and any cumulative impacts, ensuring compliance with relevant policy and guidance. at the next stage.

Major Accidents and Disasters

1.7.50 Chapter 19: Major Accidents and Disasters (PEIR Volume 1) provides a preliminary assessment of Major Accidents and Disasters (MA&Ds). Major accidents are incidents such as fires and explosions that could result in serious harm to people. They also have the potential to cause widespread damage to property and the environment. Disasters can be naturally occurring events, such as earthquakes, landslides and flooding.

Likely Impacts and Effects

1.7.51 The impact of MA&Ds can be very significant, but the likelihood of occurrence is low. In the ES a number of hypothetical MA&Ds scenarios during construction and operation will be identified and assessed. The industrial location and size of the site inherently reduces risks of MA&D, while the engineering design, construction and operation of the Proposed Development will incorporate appropriate standards and mitigation measures necessary to reduce the risks of MA&Ds to an acceptable level, i.e. as low as is reasonably practicable. As well as an Environmental Permit, the operational plant will be regulated by the HSE as a Control of Major Accident Hazards (COMAH) site.

Consequently, based on the design of the Proposed Development and the proposed operational control measures to be applied, no significant effects are anticipated to be identified.

Marine Navigation

1.7.52 Chapter 20: Marine Navigation (PEIR Volume 1) provides a preliminary assessment of the likely significant effects of the Proposed Development on marine navigation during the construction and operational phases of the proposed project.

1.7.53 The Proposed Development has the potential to impact marine navigation during the following phases:

- Phase 1: Construction of the quay (and demolition of existing jetties) and dredging of the berth pocket and approach channel;
- Phase 2: Marine operations during the construction of the Lighthouse Green Fuels plant; and
- Phase 3: Marine operations during the operational phase of the project.

1.7.54 Potential likely significant effects during the three outlined marine operation phases include the following navigation hazards: collisions, contact incidents, grounding of vessels, and breakout incidents. These will be assessed in a Navigation Risk Assessment, the approach to which is set out in the chapter. The results of the Navigation Risk Assessment will be included in the ES in line with the legislation, policy and guidance and any mitigation identified.

Geology and Soils

1.7.55 Chapter 21: Geology and Soils (PEIR Volume 1) provides a preliminary assessment of potential effects on geology and soils arising from the construction and operation of the Proposed Development. The assessment evaluates risks associated with land contamination, ground gas, and controlled waters.

Likely Impacts and Effects

1.7.56 During construction, disturbance of made ground and historical contamination could expose workers and neighbours to pollutants through direct contact, inhalation, or ingestion. There is also potential for ground gas migration and for contaminants to leach into groundwater or surface water, particularly if preferential pathways are created through piling. Jetty works and dredging could mobilise contaminated sediments in the River Tees.

However, with embedded mitigation such as ground investigation and remediation strategies prior to construction, and pollution prevention measures during construction and operation – the latter being implemented through compliance with the environmental permit - these impacts are assessed as negligible to minor adverse and not significant.

1.7.57 In the operational phase, risks primarily relate to accidental spills or leaks of chemicals. These could affect soils, groundwater, or surface water, but compliance with the required environmental permit, use of bunded storage tanks, and rapid spill response protocols will minimise risks. Consequently, operational impacts are predicted to be negligible to minor adverse and not significant. No significant geological resource loss is anticipated, and the site design will prevent creation of new contamination pathways.

1.7.58 The assessment concludes that, with embedded and good practice measures in place, no likely significant adverse effects on geology, soils, or controlled waters will occur during construction or operation. Residual effects remain negligible or minor adverse, primarily in relation to the Principal aquifer, but these are not considered significant. Further ground investigation and sediment sampling will refine risk assessments and inform remediation strategies prior to construction. Overall, the Proposed Development is expected to be suitable for use from a contaminated land perspective and will comply with regulatory requirements for environmental protection.

Cumulative and Combined Effects

1.7.59 The purpose of Chapter 22: Cumulative and Combined Effects (PEIR Volume 1) is to provide a preliminary assessment of the potential for cumulative effects to occur as a result of the Proposed Development being built and operated at the same time as other committed developments.

1.7.60 A number of other proposed developments that are also likely to be constructed and operated in future, and that have the potential to generate cumulative environmental effects together with the Proposed Development have been identified. Following a thorough review of other developments proposed within 10km of the Site (the largest study area considered by the EIA) a longlist of development were identified for consideration in the ES.

1.8 Summary and Conclusions

1.8.1 The PEIR outlines the potential impacts of the

Proposed Development during construction, operation and decommissioning phases. It identifies both positive and negative effects, using a precautionary approach to assess worst-case scenarios where final design details are still to be confirmed. Construction and Operational effects for terrestrial, freshwater and marine ecology will be assessed and reported in the ES.

1.8.2 The significant effects identified within the PEIR include:

- Potential significant adverse visual effects from nearby recreational viewpoints during construction and operation of the Proposed Development;
- the Proposed Development will have a potential net beneficial climate impact due to its role in displacing fossil-derived aviation fuel; and
- there will potentially be significant beneficial socio-economic effects (through the creation of employment) during construction of the Proposed Development.

1.8.3 A range of mitigation measures have been identified to reduce and control environmental effects during construction, operation and decommissioning of the Proposed Development. Further assessment will be undertaken and reported in the ES to take account of additional design work and consultation feedback, including development of mitigation for certain aspects.

Figures



Figure 1-1 Lighthouse Green Fuels - Visualisation (south-east)

Lighthouse GREEN FUELS

www.lighthousegreenfuels.co.uk

Appendix F6 Consultation poster and locations

Annex F6-1 Consultation poster

Lighthouse GREEN FUELS



Have your say

Tuesday 2 December 2025 — Tuesday 13 January 2026

Lighthouse Green Fuels is currently hosting a consultation on its plans to produce sustainable aviation fuel (SAF) on Teesside, using sustainably-sourced biomass.

The main SAF production facility would be located on the former INEOS Nitriles site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, while some utility corridors would extend into the neighbouring borough of Redcar & Cleveland.

The project is being developed by LGF Projects Limited, owned by the Alfanar Group, and is classed as a project of national significance, meaning it will be subject to the Development Consent Order (DCO) planning process with a final decision made by the Secretary of State for Energy Security and Net Zero.

This proposal replaces an earlier iteration of the project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and is considered a new project under planning legislation.

We're inviting your feedback to help shape our final proposals before we submit our application to the next year.

Meet us at our consultation events, attend our webinars by signing up online, or contact us to find out more information.

Contact Us:

If you would like to speak to a member of the Lighthouse Green Fuels Project Team, please don't hesitate to reach out to us. We are here to provide information, answer any questions and receive your feedback.

www.lighthousegreenfuels.co.uk/consultation

info@lgf.co.uk

0800 157 7346

Freepost LIGHTHOUSE GREEN FUELS (no stamp required)

Scan the QR code to visit our project website and view our consultation material:

Date	Venue	Time
Monday 8 December 2025	Online webinar	6pm-7:30pm
Saturday 13 December 2025	High Clarence Primary Academy, Port Clarence Road, Middlesborough, TS2 1SY	10am-3pm
Monday 15 December 2025	Online webinar	6pm-7:30pm
Wednesday 17 December 2025	Billingham Forum, The Causeway, Stockton-on-Tees, Billingham, TS23 2LJ	1pm-7pm
Thursday 18 December 2025	Billingham Rugby Club, Greenwood Rd, Stockton-on-Tees, Billingham, TS23 4BA	1pm-7pm
Wednesday 7 January 2026	Online webinar	6pm-7:30pm

Annex F6-2 List of Consultation poster locations

Location	Address
High Clarence Post Office	Port Clarence, Stockton-on-Tees, Middlesbrough TS2 1TW
Post Office	Bennetts Corner, South Bank, Middlesbrough TS6, UK
Juvenate Health & Leisure Club	Fry St, Middlesbrough TS1 1JH
RSPB Saltholme Visitor Centre	Seaton Carew Rd, Stockton-on-Tees, Middlesbrough TS2 1TU
North Tees & Hartlepool Seafarers' Centre	Seal Sands Road, Stockton-on-Tees, TS2 1UA
Port Clarence Community Centre	Port Clarence Road, Port Clarence, Middlesbrough, TS2 1TW
Stockton Central Library	Church Rd, Stockton-on-Tees TS18 1TU
Thornaby Library	Gilmour Street, Stockton-on-Tees, TS17 6PF
Hartlepool Central Library	124 York Road, Hartlepool, TS26 9DE
Billingham Library	Billingham Library, Kingsway, Stockton-on-Tees, Billingham TS23 2LN
North Ormesby Community Hub and Library	North Ormesby Hub, 2 Derwent St, North Ormesby, Middlesbrough TS3 6JB
Billingham Town Council	Library & Customer Service Centre, Stockton-on-Tees, Billingham TS23 2LN
Egglescliffe Parish Council	The Old Offices, Urlay Nook Rd, Eaglescliffe, Stockton-on-Tees TS16 0LA
Stainton & Thornton Parish Council	13 Strait Ln, Stainton, Middlesbrough TS8 9BB
Stockton-on-Tees Borough Council	Municipal Buildings, Church Rd, Stockton-on-Tees TS18 1LB
Trimdon Parish Council	Elwick View, Trimdon, Trimdon Station TS29 6JU

Danby Group Parish Council	27 Whitby Ave, Guisborough TS14 7AP
Guisborough Town Council	Sunnyfield House, 36 Westgate, Guisborough TS14 6BA
Lockwood Parish Council	Meadow Dale Ct, Lingdale, Saltburn-by-the-Sea TS12 3HF
Thornaby Town Council	The Town Hall, Mandale Rd, Thornaby, Stockton-on-Tees TS17 6AW
Yarm Town Council	High St, Yarm TS15 9AH

Appendix F7 Consultation banners

Our Proposals

Welcome to our consultation for Lighthouse Green Fuels, which plans to make sustainable aviation fuel (SAF) from sustainably-sourced biomass. Developed by the Alfanar Group, the project is proposed for a site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, with some utility corridors extending into the neighbouring borough of Redcar and Cleveland.

This proposal is a revised iteration of an earlier project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and strategic improvements and is considered a new scheme under planning legislation.

The two key changes are:

- **Location:** The proposed SAF facility will now be located at Seal Sands, approximately 500 metres north-east of the previous site. This new location has been chosen due to its suitability, size and proximity to necessary infrastructure to support SAF production. This larger, consolidated site will be able to accommodate the full SAF process in one location.
- **Feedstock:** The new proposal will use sustainably-sourced biomass as its primary feedstock, replacing the previous plan to use municipal solid waste-derived feedstock (household waste). This change supports greater carbon savings and aligns with sustainability criteria set by the UK Government.

Why this site?

This new site has been carefully chosen due to its suitability, size, and proximity to the necessary infrastructure required to support SAF production:

- Located within an existing industrial area
- Predominantly a brownfield site
- This larger, consolidated site accommodates the full SAF process in one location
- Proximity to water and industrial gas supplies
- Proximity to local carbon capture and storage infrastructure, supporting the project's ambition for low or carbon-negative SAF in the future
- Access to nearby road, marine and rail terminals for export of SAF
- Direct access to the River Tees for delivery of feedstock

About us

Lighthouse Green Fuels is being developed by LGF Projects Ltd. This is wholly owned by the Alfanar Group, a global project development, manufacturing and engineering group headquartered in Saudi Arabia.

Lighthouse Green Fuels has developed significant in-house feedstock-to-SAF expertise. This experience will be utilised to construct and operate Lighthouse Green Fuels.

The consultation

Email us your feedback

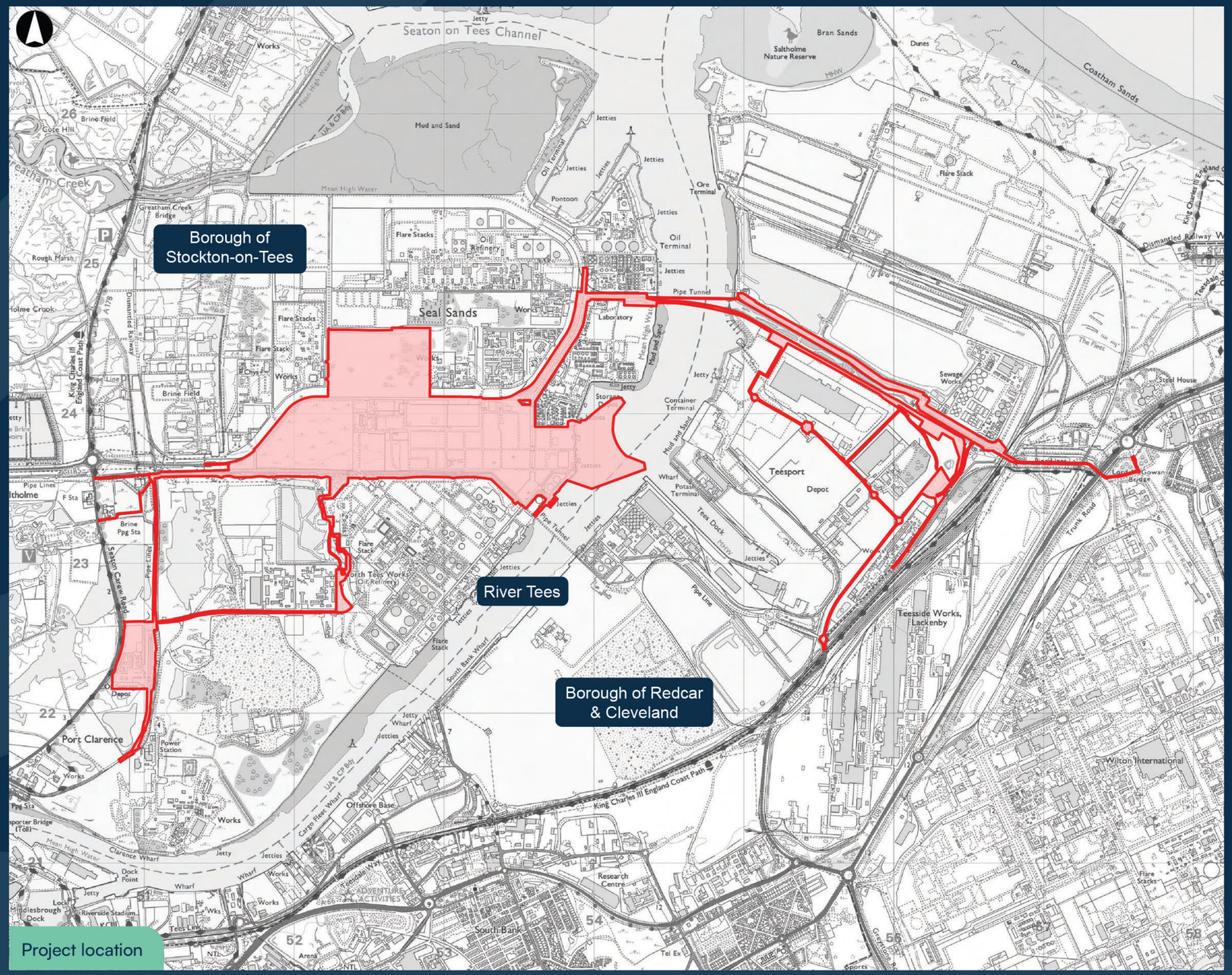
You can send written comments to us via email at **info@lgf.co.uk**

Complete a paper form

Please ensure you submit your response by **11:59pm** on **Tuesday 13th January 2026**

Visit our website

Complete a feedback form on our website by scanning the QR code



Our Vision for Lighthouse Green Fuels

Lighthouse GREEN FUELS

More than
£2 billion
investment in the UK

Up to
3,400
full time equivalent jobs supported UK wide during operations, including more than 600 will be local to Teesside

Up to
750,000 tonnes
of carbon dioxide emissions could be avoided when the plant is coupled with carbon capture and storage infrastructure in the future, with the possibility of carbon-negative SAF

More than
180 million litres
of advanced SAF and approximately **30 million litres** of renewable naphtha produced each year

Up to
350,000 tonnes
of carbon dioxide emissions avoided each year. This is equivalent to 4,500 conventionally-fuelled transatlantic flights from London to New York offset per year

What is SAF?

SAFs are renewable or waste-derived aviation fuels that meet strict sustainability criteria. They are safe, proven fuels with the potential to reduce carbon emissions from aviation — in the case of LGF, by up to 80% compared with conventional aviation fuel.

The primary feedstock for Lighthouse Green Fuels is sustainably-sourced biomass. This will include:

- Forest residues (such as treetops, branches and thinnings)
- Sawmill residues (such as bark, offcuts and sawdust)
- Agricultural residues (such as sugarcane bagasse and sunflower husks)

The project will also include a Combined Heat and Power (CHP) plant, a facility that simultaneously generates electricity and useful heat from the same energy source, significantly improving overall efficiency and reducing carbon emissions. The CHP plant will also use biomass, together with waste wood.

Why SAF?

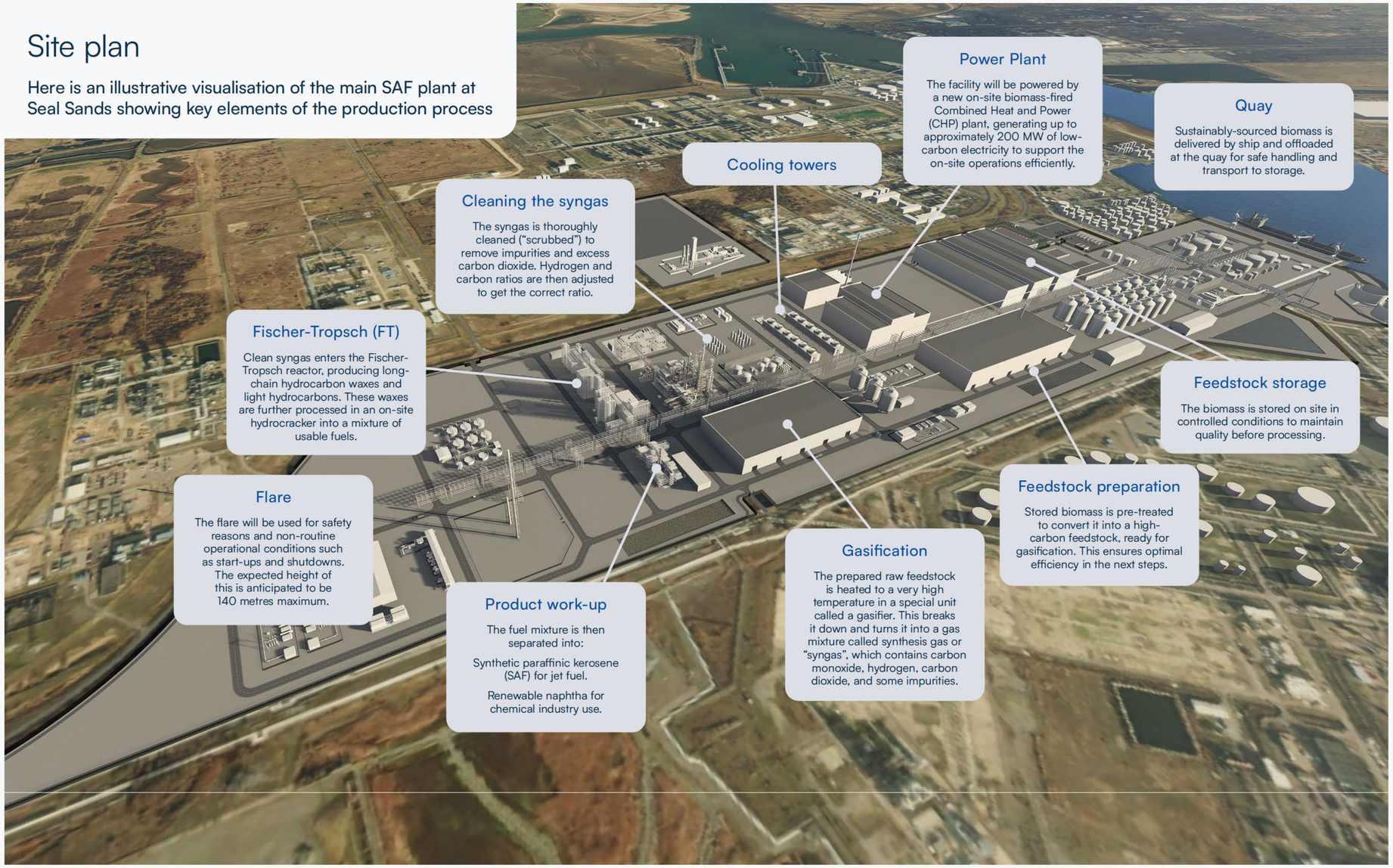
SAF is already in use today, but more will be needed to meet the UK Government's targets for net zero domestic flights by 2040, and for all flights to achieve net zero by 2050.

The Government's SAF Mandate requires at least 10% of the UK aviation fuel mix comes from sustainable sources by 2030. To meet the scale of demand, more SAF production facilities are required.

Lighthouse Green Fuels is the most advanced SAF project of its kind in the UK. It is projected to deliver 11% of the SAF Mandate's requirement in 2030.

Site plan

Here is an illustrative visualisation of the main SAF plant at Seal Sands showing key elements of the production process



Indicative project timeline



Lighthouse GREEN FUELS

Environmental information

As part of our application, we are required to undertake an Environmental Impact Assessment (EIA) to identify the potential effects that Lighthouse Green Fuels could have on the environment, people and local communities. As part of this consultation, we have published a Preliminary Environmental Information Report (PEIR) to outline our assessments of the potential impacts carried out to date. Key topics include:

Biodiversity: The site includes an area of nationally and locally important marine and terrestrial habitats. The project interacts with these designations in a limited way, specifically for quay improvements and essential dredging works. We are committed to protecting these habitats and the species that live there. Wherever possible, we will avoid disturbing important habitats or removing vegetation. We are also exploring options for project biodiversity net gain (BNG) requirements.

Traffic and site access: A full Transport Assessment is being to plan optimal routes for construction vehicles, equipment deliveries and site access that minimise disruption and ensure safety. Main access to North Tees will be via Seal Sands Road, connecting to the A1185 and A689/A19, while South Tees access will use the Wilton International North Gate via A1085 or A1053.

Marine: The project includes significant marine infrastructure upgrades, such as removing old jetties, constructing a new quay and dredging to allow safe ship access for feedstock deliveries. These works require a marine licence regulated by the Marine Management Organisation (MMO). We will conduct detailed assessments cover dredging, sediment disturbance and impacts on marine life.

Landscape and visual impact: The tallest structures at the Lighthouse Green Fuels site could reach up to 140 metres, with the flare being the highest. Other stacks, such as the biomass CHP, are expected to be 80—120 metres. Visual impacts will be assessed from key viewpoints such as Billingham, Port Clarence, RSPB Saltholme, and the wider River Tees landscape. The design process will explore ways to reduce visual impact.

Air quality: The production plant will create operational emissions, which will be controlled and monitored in line with an Environmental Permit issued by the Environment Agency. Emissions from the process will be assessed, carefully controlled and minimised. A flare will also be installed on site, but this will only be used in case of emergencies.

Noise: The site is more than 2.8 kilometres from the nearest homes, so significant noise impacts are unlikely. This this will be confirmed through our assessments of noise from both construction and operation of the site.

Flood risk: The majority of the site is in Flood Zone 1 (low risk), but some corridors are in higher risk zones. A Flood Risk Assessment will be undertaken, with drainage designed to manage surface water and prevent increased flood risk.

Find out more

In addition to the PEIR, we have published a range of documents to help you learn about our proposals and respond to our consultation, including:

- Consultation brochure
- Community newsletter
- Feedback form
- Maps and plans

These are available digitally on our project website **www.lighthousegreenfuels.co.uk/consultation** and in print at our consultation events, from our information point at Billingham Library, and on request.

Contact us

info@lgf.co.uk

0800 157 7346

Freepost LIGHTHOUSE GREEN FUELS (no stamp required)

Appendix F8 Photos of consultation event

Annex F8-1 Photo of High Clarence Primary Academy event


£2 billion
3,400
750,000
180

Annex F8-2 Photo of Billingham Forum event


Our Proposals
Our Vision for Lighthouse Green Fuels
£2 billion
What is SAF?
Why SAF?

Annex F8-3 Photo of Billingham Rugby Club event


Proposals
£2 billion
3,400
750,000
180

Annex F8-4 Photo of second Billingham Rugby Club event



Appendix F9 Photos of Billingham Library deposit point


Lighthouse
Consultation
Materials

Appendix F10 Example of social media posts during statutory consultation

Ads

Local Planning - North
Sponsored ·

Today we launched the start of our consultation on proposals for Lighthouse Green Fuels, a new sustainable aviation fuel plant for Teesside.

Developed by the Alfanar Group, this project will help cut aviation emissions, unlock investment, and create jobs in Teesside and acr... See more



lighthousegreenfuels.co.uk
Lighthouse Green Fuels Learn more
Lighthouse Green Fuels conver...

Ads

Ad preview

Local Planning - North
Sponsored ·

Join us for an online webinar.

We are hosting three online webinars about the Lighthouse Green Fuels project to find out more about the proposals and offer the chance to ask any questions you might have.... See more



lighthousegreenfuels.co.uk
Lighthouse Green Fuels Learn more
Lighthouse Green Fuels conver...

Ads

Local Planning - North
Sponsored ·

What is Sustainable Aviation Fuel?

Lighthouse Green Fuels is a second-generation sustainable aviation fuel (SAF) facility that will play a vital role in the UK's net zero ambitions and climate goals.... See more



lighthousegreenfuels.co.uk
Lighthouse Green Fuels Learn more
Lighthouse Green Fuels conver...

Ads

Local Planning - North
Sponsored ·

We will be heading to 📍 High Clarence Primary Academy, Port Clarence Road, Middlesborough, TS2 1SY on Saturday 13 December for the first consultation event for Lighthouse Green Fuels.

Your feedback will help us deliver a project that supports local jobs, investment, and... See more



lighthousegreenfuels.co.uk
Lighthouse Green Fuels Learn more
Lighthouse Green Fuels conver...

Appendix F11 Website screenshots

Annex F11-1 Screenshot showing consultation materials could be downloaded

Consultation Materials


Brochure


Newsletter


Section 48 Notice


Section 47/48 Notice


Feedback Form


Consultation Poster


Overview of Proposed Order Limits


Proposed Order Limits


Statement of Community Consultation (SoCC)


Consultation Exhibition Fabric Banners

Annex F11-2 Screenshots of digital version of the feedback form

Step 1/9

Your details

We will only use these details in accordance to our privacy policy.
You do not have to fill out your details in this section.

Title

(Miss/Mrs/Ms/Mr/Other)

First name

Last name

Organisation (if applicable)

Cancel Next press **Enter** ↵

2025 Lighthouse Green Fuels



Step 2/9

Your details

Telephone

Email

Address

Postcode

☐ *I confirm I am over 13 years old and agree to the privacy policy

Back Next press **Enter** ↵



Step 3/9

How would you describe your interest in Lighthouse Green Fuels?

Please tick all that apply:

*Service type

- ☐ Local resident ☐ Local business owner
- ☐ Potentially affected landowner or tenant/occupier
- ☐ Local representative (e.g. Councillor, MP)
- ☐ Statutory organisation (please name them)
- ☐ Member of a local interest group (please name them)
- ☐ Other (please specify)

Back Next press Enter ↵



Step 4/9

Our Proposals for Lighthouse Green Fuels

Please tell us your views on using sustainable aviation fuel to reduce carbon emissions and decarbonise the aviation industry:

*Please tick one option

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Back Next press Enter ↵



Step 5/9

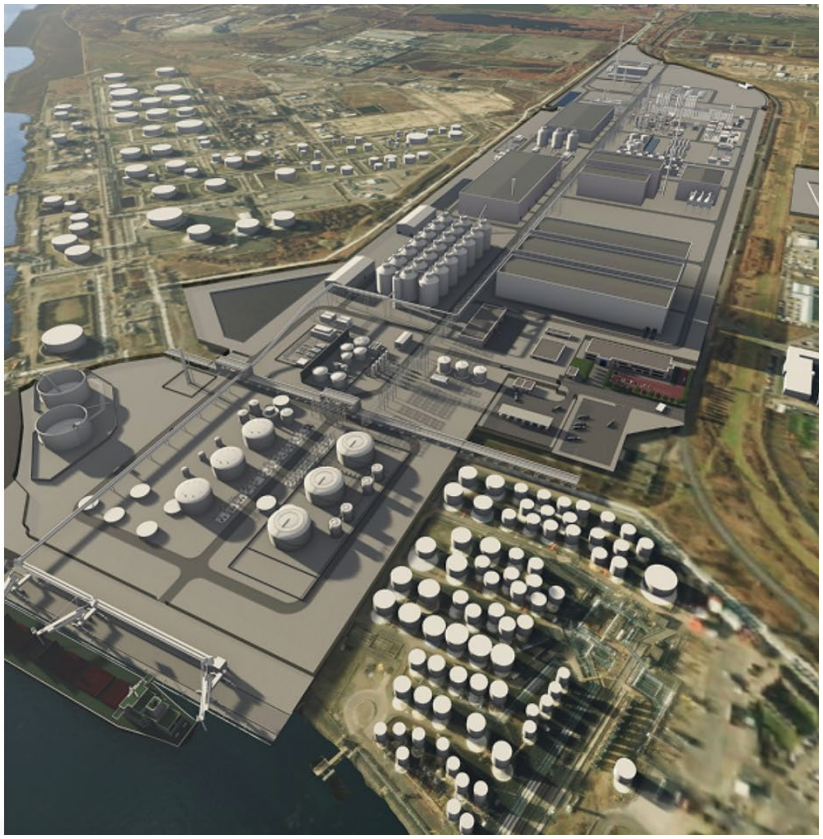
Based on the information presented as part of our statutory consultation, how supportive are you of our proposals for Lighthouse Green Fuels?

*Please tick one option

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Please let us know the reasons for your responses in this section and any other comments you have:

Back Next press Enter ↵



Step 6/9

Site configuration

For more information on the site location and layout plan please see our consultation page

Do you have any comments on the indicative project site layout and components within it? Please specify any components you are commenting on:

Do you have any comments on our proposed road, river and rail access routes to and from the main project site? Please specify any components you are commenting on:

Back Next press Enter ↵



Step 7/9

Environmental information

As part of this consultation, we have published a Preliminary Environmental Information Report (including a non-technical summary of the full report).

Do you have any comments on our Lighthouse Green Fuels proposal and proposed environmental mitigation?

Landscape and visual biodiversity

Odour

Marine

Flood risk

Traffic and site access

Air quality



Traffic and site access

Air quality

Noise

Other

Please provide any further comments you would like to make on our proposals for Lighthouse Green Fuels

Back Next press **Enter** ↵



Step 8/9

Consultation

Please let us know how you heard about the consultation by ticking one or more of the following boxes:

- ☐ Received a community newsletter in the post
- ☐ Received an email from Lighthouse Green Fuels
- ☐ Potentially affected landowner or tenant/occupie
- ☐ Saw it advertised in a newspaper/news website
- ☐ Saw social media coverage ☐ Saw it on the project webpages
- ☐ Word of mouth ☐ Other (please specify)

Back Next press **Enter** ↵

)25 Lighthouse Green Fuels



Step 9/9

How informative did you find our consultation events and/or our consultation materials?

Strongly support | Support | Neutral | Oppose | Strongly oppose | Don't know

Do you have any further comments on the consultation?

Back Submit

25 Lighthouse Green Fuels



Annex F11-3 Screenshots of website during statutory consultation



Public Consultation

Tuesday 2 December 2025 — Tuesday 13 January 2026

Lighthouse Green Fuels is currently hosting a consultation on its plans to produce sustainable aviation fuel (SAF) on Teesside, using sustainably-sourced biomass.

The main SAF production facility would be located on the former INEOS Nitriles site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, while some utility corridors would extend into the neighbouring borough of Redcar & Cleveland.

The project is being developed by LGF Projects Limited, owned by the Alfanar Group, and is classed as a project of national significance, meaning it will be subject to the

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

The project is being developed by LGF Projects Limited, owned by the Alfanar Group, and is classed as a project of national significance, meaning it will be subject to the Development Consent Order (DCO) planning process with a final decision made by the Secretary of State for Energy Security and Net Zero.

This proposal replaces an earlier iteration of the project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and is considered a new project under planning legislation.

Access the consultation materials in our document library

What has changed since our 2024 consultation?

Location: The proposed SAF facility will now be located approximately 500 metres north-east of the previous site. This new location has been chosen due to its suitability, size and proximity to necessary infrastructure to support SAF production. This will enable the full SAF production process to be accommodated in one location.

Feedstock: The new proposal will use sustainably-sourced biomass as its primary feedstock, replacing the previous plan to use municipal solid waste-derived feedstock (household waste). This feedstock is more reliable and supports greater carbon savings.

Our proposals at a glance

Over 1.5 million tonnes of sustainably-sourced biomass (including forest and agricultural residues)

More than 180 million litres of advanced SAF and approximately 30 million litres of renewable naphtha (a useful

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

Over 1.5 million tonnes of sustainably-sourced biomass (including forest and agricultural residues) processed per year

More than 180 million litres of advanced SAF and approximately 30 million litres of renewable naphtha (a useful chemical byproduct) produced each year

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

Up to 350,000 tonnes of carbon dioxide emissions avoided per year compared with conventional aviation fuel. This is the equivalent of 4,500 conventionally-fuelled transatlantic flights from London to New York offset per year

Up to 750,000 tonnes of carbon dioxide emissions could be avoided in future if the plant is coupled with carbon capture and storage infrastructure, with the possibility of carbon-negative SAF in the future

More than 3,400 full time equivalent jobs supporting UK wide during operations, of which over 600 will be local to Teesside

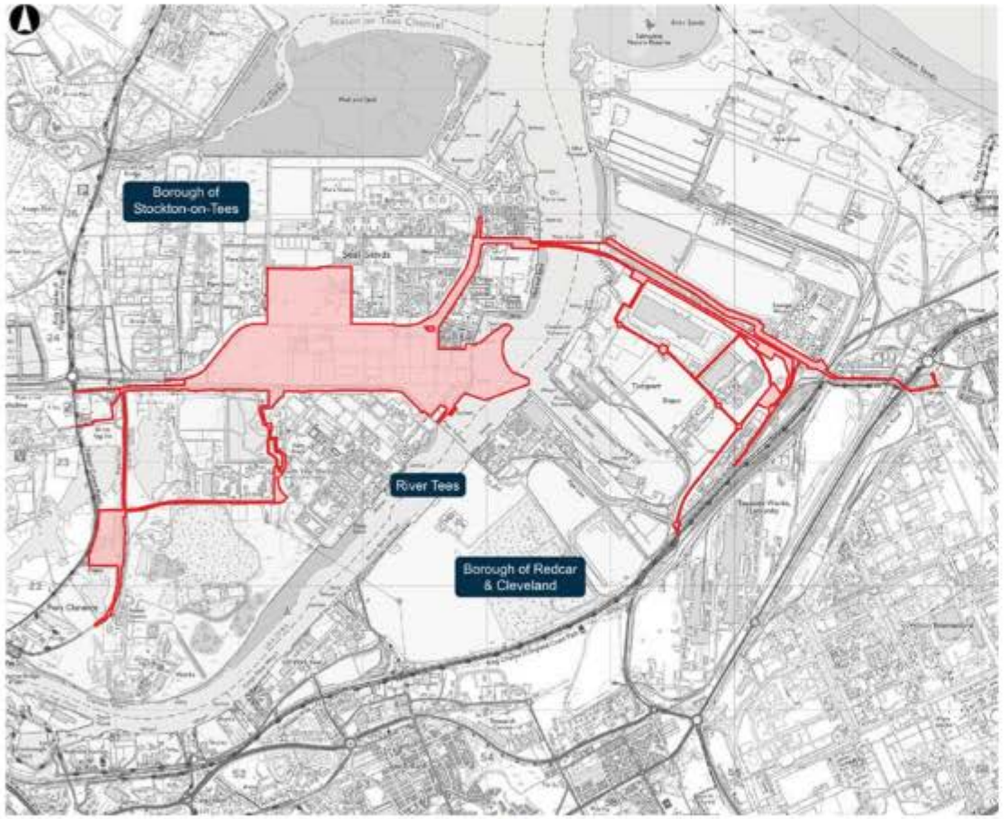
More than £2 billion investment in the UK

Key components of Lighthouse Green Fuels

Lighthouse Green Fuels will play a critical role in supporting the Government's commitment to ensuring that 10% of UK aviation fuel is SAF by 2030 - and reaching net zero aviation by 2050.

The main project site encompasses an area of approximately 220 hectares in the industrial area of Seal Sands in the borough of Stockton on Tees. The majority is brownfield, formerly occupied by INEOS Nitriles chemical plant, a closed landfill site and undeveloped land.

Some utility corridors extend into the neighbouring borough of Redcar and Cleveland.



Red line boundary showing the proposed order limits

The proposed development includes infrastructure associated with SAF production, including treatment facilities, storage, a new quayside and utility connections, plus a biomass-fired combined heat and power (CHP) generating station with up to approximately 200MW generating capacity.

Complete the feedback form

Share your thoughts on our consultation

Start feedback form



Visualisation of the proposal, developed by Weedon Architects

SAF is a safe, proven fuel that can reduce aviation's carbon emissions by up to 80% compared with conventional jet fuel. LGF will produce this SAF using sustainably sourced biomass feedstocks which includes:

- Forest residues (such as treetops and pre-commercial thinnings)
- Sawmill residues (such as bark, offcuts and sawdust)
- Agricultural residues (such as sugarcane bagasse and sunflower husks)
- Waste wood will be used to power the on-site Combined Heat and Power (CHP) plant.

All the feedstocks used in LGF are classed as biogenic wastes and residues and must meet strict sustainability standards. More information about the SAF production process, including the feedstock, can be found in our consultation brochure.

Environmental Information

We are carrying out an Environmental Impact Assessment (EIA) to identify the potential effects that Lighthouse Green Fuels could have on the environment, people and local communities.

A Preliminary Environmental Information Report (PEIR) has been developed to outline our assessments of the potential impacts of Lighthouse Green Fuels carried out so far,

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

A Preliminary Environmental Information Report (PEIR) has been developed to outline our assessments of the potential impacts of Lighthouse Green Fuels carried out so far, including landscape and visual impact, biodiversity, marine, traffic noise, odour, flood risk and air quality.

More environmental information can be found in our consultation brochure, PEIR documents and PEIR non-technical summary.

Key Milestones

As a Nationally Significant Infrastructure Project, the proposals for LGF will be examined by the Planning Inspectorate (PINS) who will make a recommendation to the Secretary of State for the Department for Energy Security and Net Zero, who will decide on the outcome of the application.

The project is expected to follow the following stages:

- **December 2025 to January 2026**
  Public consultation on updated proposals and the Preliminary Environmental Information Report (PEIR)

- **July 2026**
  Development Consent Order application submitted to the Planning Inspectorate

- **August 2026**
  Acceptance of the Development Consent Order

- **January to June 2027**
  Examination of the Development Consent Order

- **December 2027**
  The Secretary of State will make a decision on whether to grant or refuse development consent

- **2028**
  Subject to receiving development consent, construction activity is expected to start, with the aim of commencing operations in 2030

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

Have Your Say

Our consultation will run for six weeks from Tuesday 2 December 2025 until 11:59pm on Tuesday 13 January 2026. This is your opportunity to view our plans, ask questions to the project team and provide feedback on our proposals.

There are a number of different ways you can respond to the consultation:

- By completing the feedback form online by clicking here
- By returning a feedback form at our in-person events or via the Freepost address
- By emailing info@lgf.co.uk
- By attending one of our events or webinars:

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

Events

Location	Date	Time	Directions
High Clarence Primary Academy	Saturday 13th December	10am - 3pm	Port Clarence Road, Middlesborough TS2 1SY
Billingham Forum	Wednesday 17th December	1pm - 7pm	The Causeway, Stockton-on-Tees, Billingham TS23 2LJ
Billingham Rugby Club	Thursday 18th December	1pm - 7pm	Greenwood Road, Stockton-on-Tees, Billingham TS23 4BA

Webinars

Date	Time	Sign up link
Monday 8th December	6pm - 7:30pm	Click here to sign-up
Monday 15th December	6pm - 7:30pm	Click here to sign-up
Wednesday 7th January	6pm - 7:30pm	Click here to sign-up

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

The deadline for the statutory consultation is 11:59pm on Tuesday 13 January 2026. We encourage you to provide your feedback within this period to ensure that your comments are considered as we finalise our proposals for Lighthouse Green Fuels.

Contact us

You can contact the project team via info@lgf.co.uk and 0800 157 7346
or via freepost to FREEPOST LIGHTHOUSE GREEN FUELS (no stamp required).

Document Library

Please click each section below to expand and access the documents

- Consultation Materials

Document Library

Please click each section below to expand and access the documents

- Consultation Materials
- Preliminary Environmental Information Report (PEIR) Chapters - Volume 1
- Preliminary Environmental Information Report (PEIR) Figures - Volume 2
- Preliminary Environmental Information Report (PEIR) Appendices - Volume 3
- Non-Technical Summary - Volume 4

Complete the feedback form

Share your thoughts on our consultation

Start feedback form

Appendix F12 Webinar presentation

Lighthouse Green Fuels Webinar

7 January 2026

Agenda

01 Who We Are

02 The Need to Decarbonise Aviation

03 Previous Application

04 Project Overview

05 Community and Economic Benefits

06 Environmental Impact Assessment

07 Statutory Consultation

08 Current DCO Timeline

09 How we will use your feedback and next steps

01

Who We Are

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

Who we are

The project is being developed by Lighthouse Green Fuels (LGF) Projects Ltd which is owned by global manufacturing and infrastructure group Alfanar

Alfanar overview:

- Over 45 years of experience in manufacturing, integrated development, engineering, construction, operation and maintenance
- Global renewable power portfolio of 3GW
- Over 28,000 employees across 24 countries, including 200 employees in the UK
- > US $3bn turnover
- LGF is part of Alfanar's wider portfolio of conventional and renewable energy projects



Key Projects

NEOM Residences – KSA

- Sustainable residences and infrastructure for 50,000 people constructing “The Line”
- 4 million m2 development

$2.7 billion

Constructed



Project Lanuza – Spain

- 500 MW wind farm
- Development & EPC
- Preventing almost 400,000 tonnes of CO_2 emissions per year

$700 million

Constructed



Alfa Solar – Egypt

- 50 MW solar farm
- Development & EPC
- Expected reduction of 70,000 tonnes in annual CO_2 emissions

$80 million

Constructed



02

The Need to Decarbonise Aviation

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

The Need to Decarbonise Aviation

SAF is key to growing a greener aviation sector

Global challenge

- Aviation currently 2.5% of global CO_2, with passenger numbers expected to reach 10 billion by 2050
- If unchecked, aviation could account for 22% of global CO_2 by 2050
- Hydrogen and electrification are not yet viable for medium- and long-haul flights

UK Context

- Third largest aviation market globally, supporting 230,000 direct jobs
- SAF is critical to decarbonising Heathrow, Gatwick, and Luton expansions

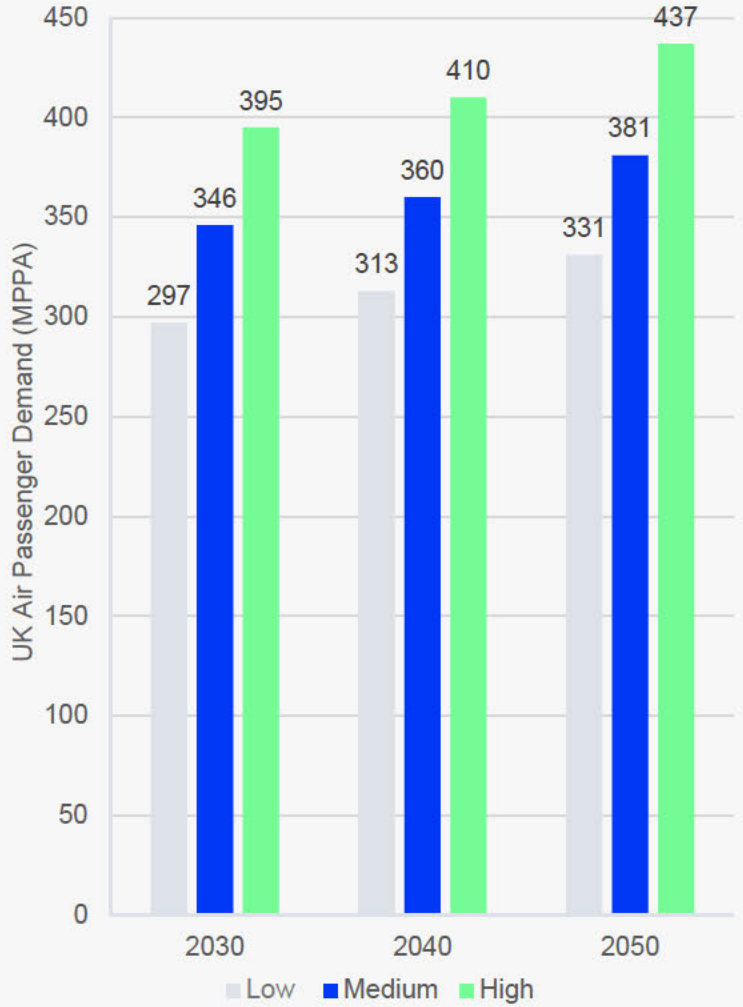
Why SAF?

- Safe and already in use today
- Works in existing aircraft and airport infrastructure without modification
- Significant carbon reductions; SAF produced by LGF reduces lifecycle emissions by >80%

By 2050, a UK SAF industry could contribute **£10.1bn in GVA** and sustain a further **210,000 aviation jobs**

Source: [Sustainable Aviation, UK SAF Industry Roadmap]

Low, Medium and High Projections for UK Air Passenger Demand to 2050



Source: [Public First Analysis IATA Global Outlook for Air Transport]

03

Previous Application

Lighthouse GREEN FUELS

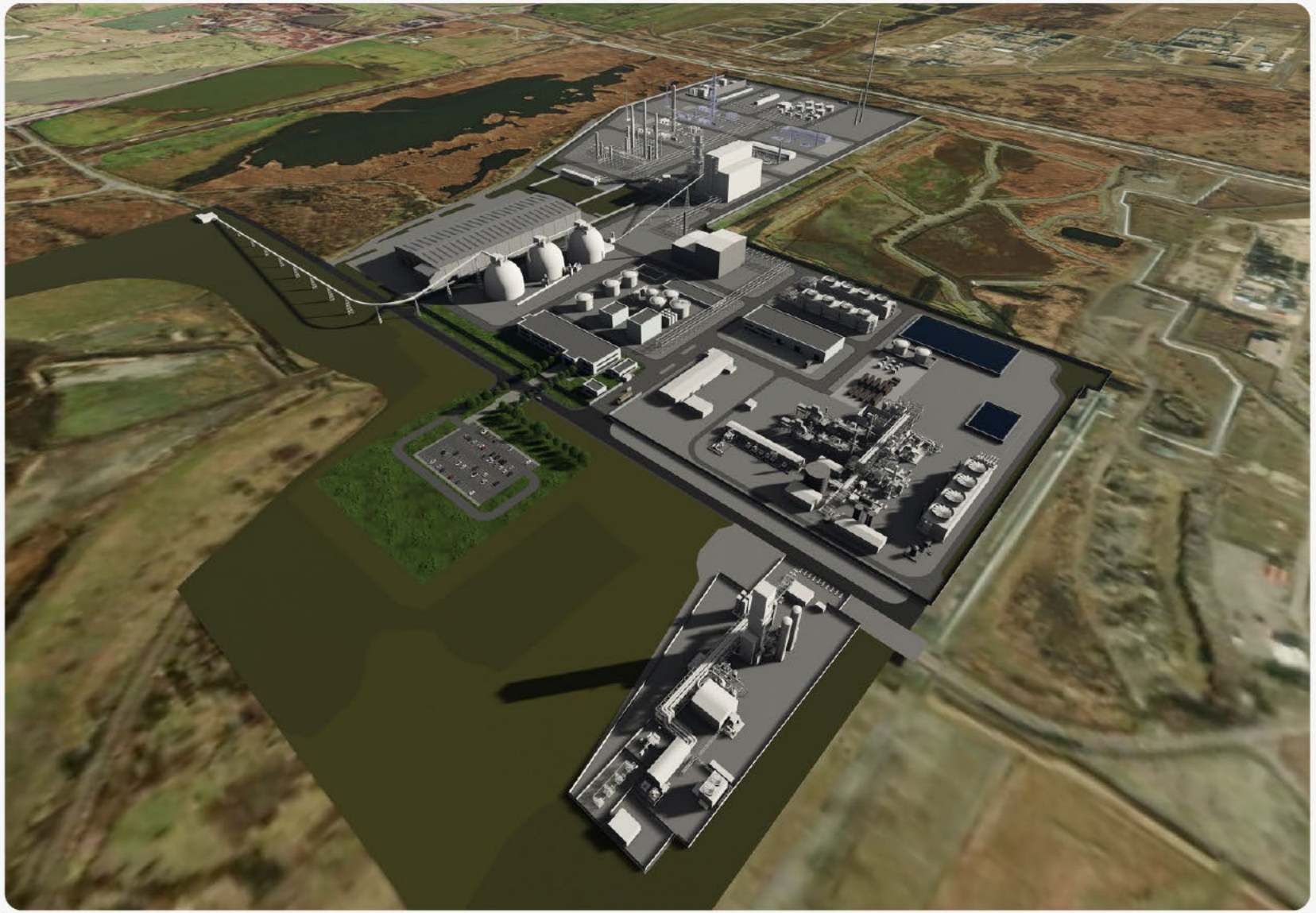
الفنار alfanar PROJECTS

Previous Application

Two key changes to the earlier Lighthouse Green Fuels project – consulted on in May/June 2024

- **Location:** Proposed SAF facility located in the industrial area of Seal Sands, approximately 500 metres north-east of original site
- **Feedstock:** Use of sustainably-sourced biomass as primary feedstock, replacing previous plan to use household waste – supporting greater carbon savings

The original application (PINS Reference: EN010150) on Huntsman Drive, Port Clarence, Stockton-on-Tees, TS2 1TT, is not progressing and has been formally withdrawn. Due regard will be given to the relevant feedback received during the consultation in 2024



A render of the previous proposal on Huntsman Drive, Seal Sands

Previous Application

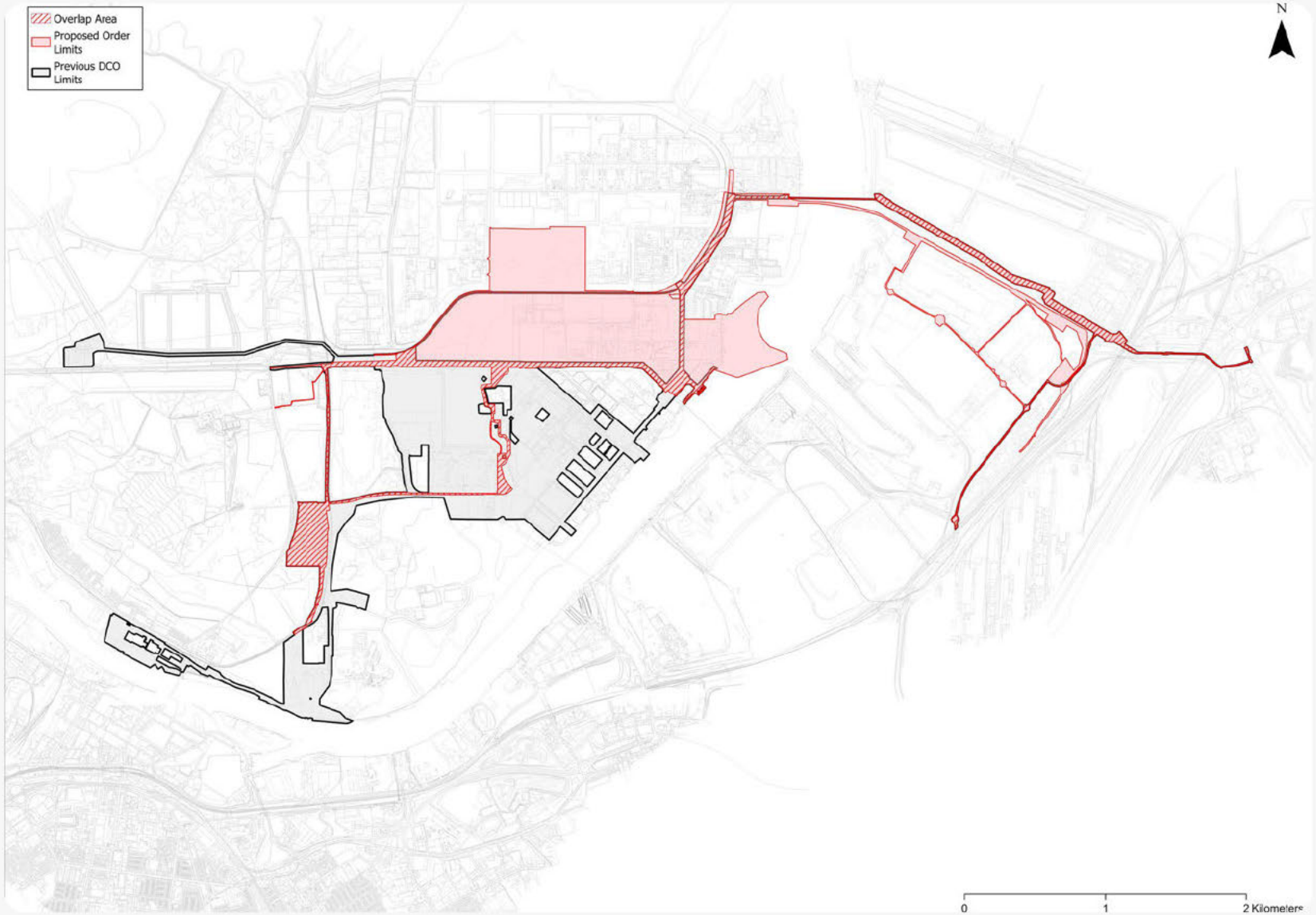
Previous vs New Line Boundary

Reasons for move to new site:

- Complex logistical infrastructure for transport of feedstock
- Limitation on sizing of construction modules
- Landlocked, smaller site

The image on the right shows the previous and new red line boundary

- Grey area: Previous site
- Red area: New site



Site Comparison: Previous vs New Red Line Boundary

04

Project Overview

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

Project Overview

Building the UK's first commercial-scale, second-gen SAF plant

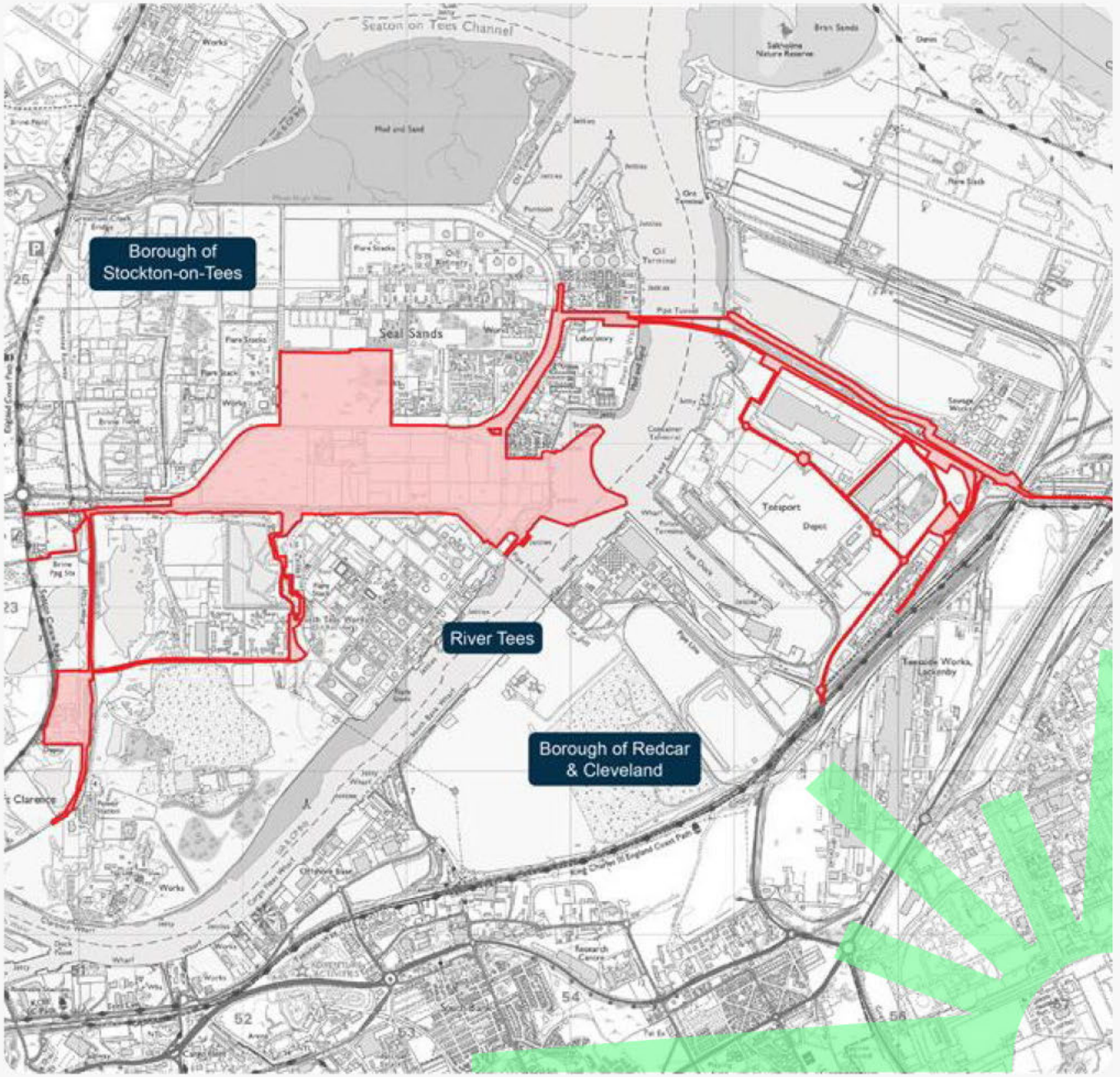
- Location: Teesside, UK
- Investment: >£2bn
- Potential for carbon capture and storage in future
- Feedstock: 1.5m tonnes of sustainably-sourced biomass per year
- Output per year:
  - 180 million litres SAF
  - 30 million litres renewable naphtha (a useful chemical byproduct)
- Equivalent to offsetting the annual emissions of 4,500 flights from London to New York



A Strategic, Future-Ready Site

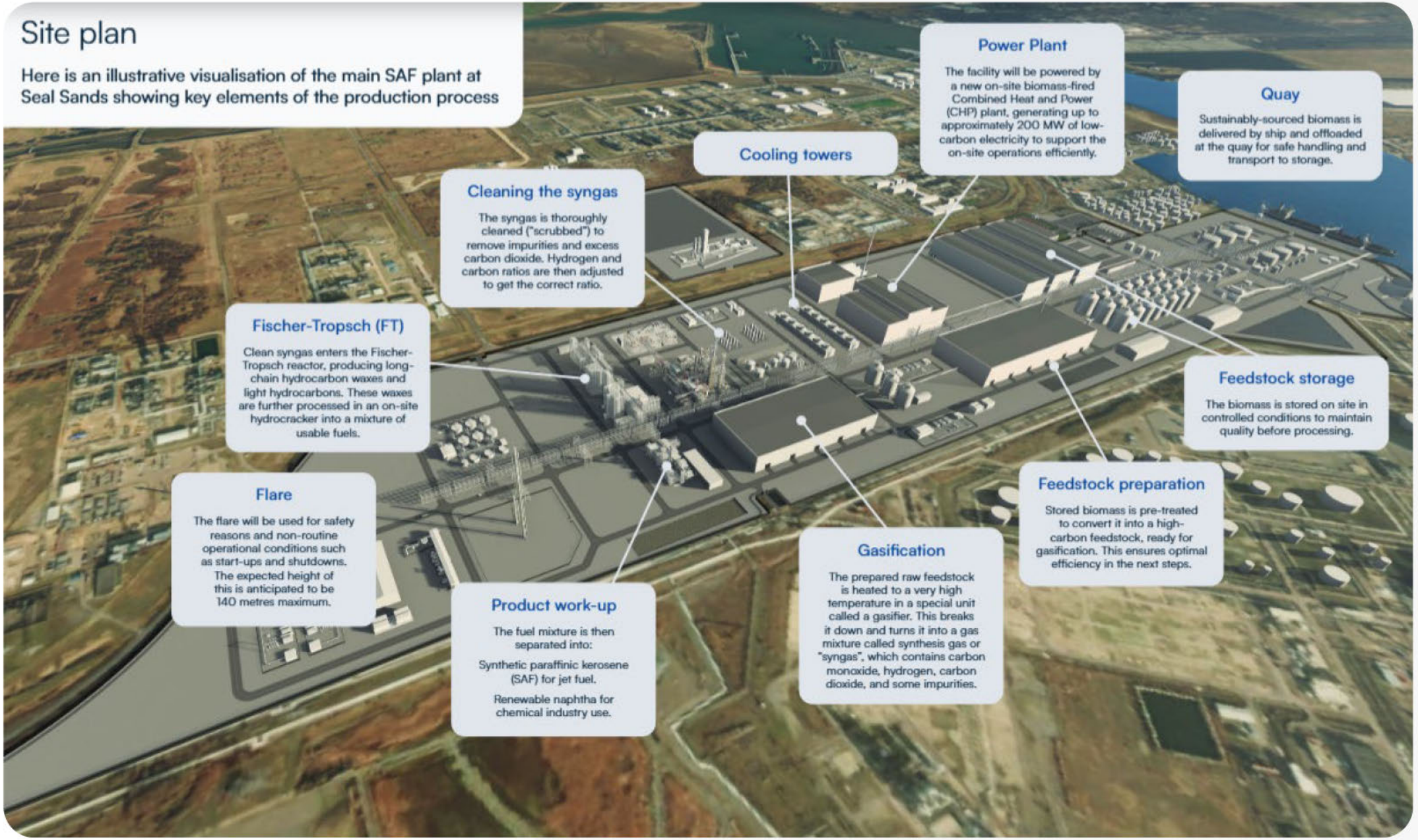
An enhanced site for integration and growth

- Located within an existing industrial area
- Predominantly a brownfield site
- This larger, consolidated site accommodates the full SAF process in one location
- Proximity to utility connections, including electricity, natural gas and oxygen supplies
- Proximity to local carbon capture and storage infrastructure, supporting the project's ambition for low or carbon-negative SAF in the future
- Access to nearby road, marine and rail terminals for export of SAF
- Direct access to the River Tees for delivery of feedstock



Site plan

Here is an illustrative visualisation of the main SAF plant at Seal Sands showing key elements of the production process



Power Plant

The facility will be powered by a new on-site biomass-fired Combined Heat and Power (CHP) plant, generating up to approximately 200 MW of low-carbon electricity to support the on-site operations efficiently.

Quay

Sustainably-sourced biomass is delivered by ship and offloaded at the quay for safe handling and transport to storage.

Cooling towers

Cleaning the syngas

The syngas is thoroughly cleaned ("scrubbed") to remove impurities and excess carbon dioxide. Hydrogen and carbon ratios are then adjusted to get the correct ratio.

Fischer-Tropsch (FT)

Clean syngas enters the Fischer-Tropsch reactor, producing long-chain hydrocarbon waxes and light hydrocarbons. These waxes are further processed in an on-site hydrocracker into a mixture of usable fuels.

Feedstock storage

The biomass is stored on site in controlled conditions to maintain quality before processing.

Flare

The flare will be used for safety reasons and non-routine operational conditions such as start-ups and shutdowns. The expected height of this is anticipated to be 140 metres maximum.

Feedstock preparation

Stored biomass is pre-treated to convert it into a high-carbon feedstock, ready for gasification. This ensures optimal efficiency in the next steps.

Gasification

The prepared raw feedstock is heated to a very high temperature in a special unit called a gasifier. This breaks it down and turns it into a gas mixture called synthesis gas or "syngas", which contains carbon monoxide, hydrogen, carbon dioxide, and some impurities.

Product work-up

The fuel mixture is then separated into:

Synthetic paraffinic kerosene (SAF) for jet fuel.

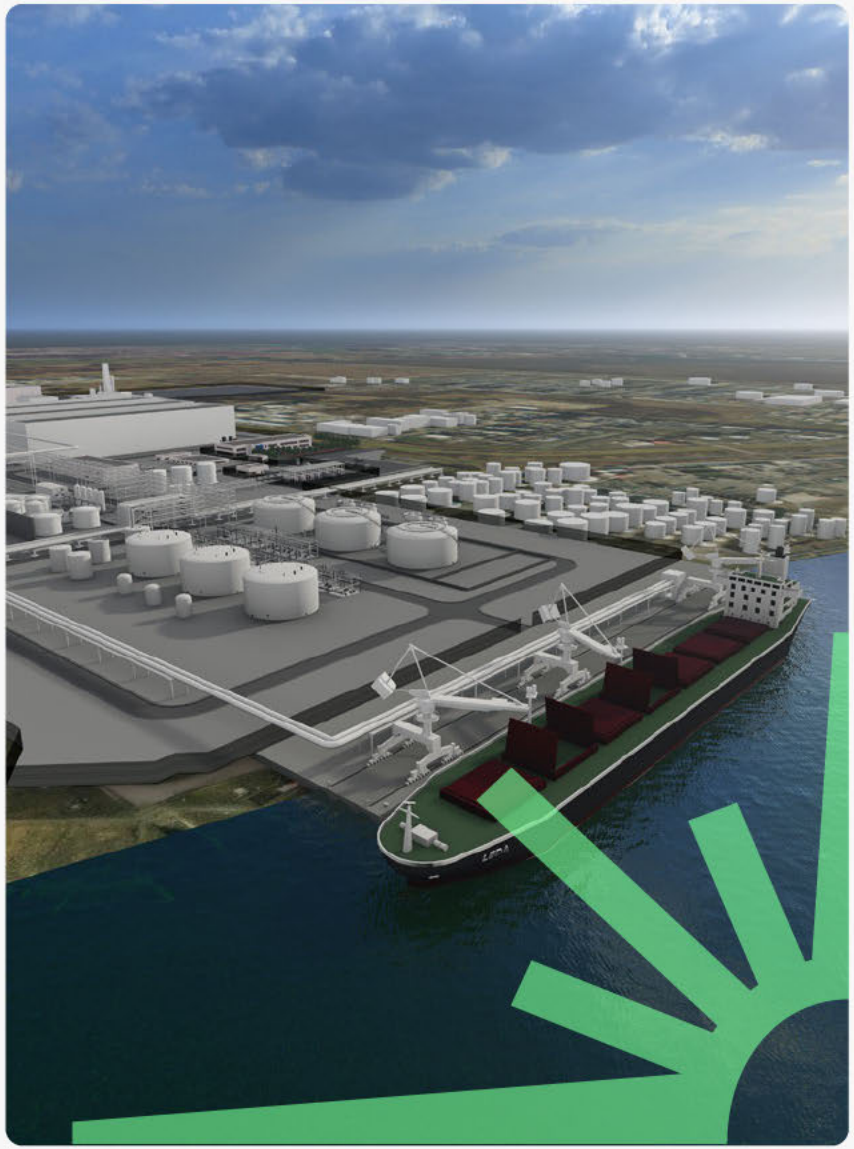
Renewable naphtha for chemical industry use.

Feedstock Source

LGF is committed to sourcing sustainable feedstock as responsibly and locally as possible

- Facility will require >1.5m tonnes pa of feedstock
- Cannot currently meet all our needs domestically and will need to import from carefully selected international partners
- All imports must meet the same strict sustainability standards as domestic feedstock, ensuring full compliance with environmental and ethical best practise
- Feedstock will include the following:
  - Forest residues (such as treetops, branches and thinnings)
  - Sawmill residues (such as bark, offcuts and sawdust)
  - Agricultural residues (such as sugarcane bagasse and sunflower husks)

Additionally, waste wood will be used to power the on-site combined heat and power plant (CHP)



05

Community and Economic Benefits

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

Community and Economic Benefits

Driving Green Growth and Skills

- Economic gross value added (GVA) over next 25 years:
  - £3.8bn within UK
  - £750m within Teesside
- Positions Teesside as a leader in green innovation
- More than 3,400 jobs supported nationwide during operations, including more than 600 local to Teesside
- Apprenticeships and local training programmes



06

Environmental Impact Assessment

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

Environmental Impact Assessment (EIA)

Overview of the EIA Process

- Process to identify and understand potential effects on environment, people and the community
- Aim to reduce, mitigate and provide enhancements as part of the project
- Initial findings included in Preliminary Environmental Information Report (PEIR) and the Non-Technical Summary (NTS)
- PEIR is divided into 23 chapters including:
  - Air Quality
  - Cumulative Effects
  - Landscape and Visual
  - Materials and Waste
  - Noise and Vibration
  - Terrestrial and Marine Ecology
  - Traffic and Transport
  - Water and Environmental Flood Risk
- Environmental Statement will report outcome of EIA and submitted with DCO application



Environmental Impact Assessment (EIA)



Biodiversity: The site includes an area of nationally and locally important marine and terrestrial habitats. The project interacts with these designations in a limited way, specifically for quay improvements and essential dredging works. We are committed to protecting these habitats and the species that live there. Wherever possible, we will avoid disturbing important habitats or removing vegetation. We are also exploring options for project biodiversity net gain (BNG) requirements.



Traffic and site access: A full Transport Assessment is being to plan optimal routes for construction vehicles, equipment deliveries and site access that minimise disruption and ensure safety. Main access to North Tees will be via Seal Sands Road, connecting to the A1185 and A689/A19, while South Tees access will use the Wilton International North Gate via A1085 or A1053.



Marine: The project includes significant marine infrastructure upgrades, such as removing old jetties, constructing a new quay and dredging to allow safe ship access for feedstock deliveries. These works require a marine licence regulated by the Marine Management Organisation (MMO). We will conduct detailed assessments cover dredging, sediment disturbance and impacts on marine life.



Landscape and visual impact: The tallest structures at the Lighthouse Green Fuels site could reach up to 140 metres, with the flare being the highest. Other stacks, such as the biomass CHP, are expected to be 80—120 metres. Visual impacts will be assessed from key viewpoints such as Billingham, Port Clarence, RSPB Saltholme, and the wider River Tees landscape. The design process will explore ways to reduce visual impact.



Air quality: The production plant will create operational emissions, which will be controlled and monitored in line with an Environmental Permit issued by the Environment Agency. Emissions from the process will be assessed, carefully controlled and minimised. A flare will also be installed on site, but this will only be used in case of emergencies.



Noise: The site is more than 2.8 kilometres from the nearest homes, so significant noise impacts are unlikely. This this will be confirmed through our assessments of noise from both construction and operation of the site.



Flood risk: The majority of the site is in Flood Zone 1 (low risk), but some corridors are in higher risk zones. A Flood Risk Assessment will be undertaken, with drainage designed to manage surface water and prevent increased flood risk.

07

Statutory Consultation

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

One round of statutory consultation running from **2 December 2025 to 13 January 2026**

Key consultation materials

- Information booklet
- Newsletter
- Feedback questionnaire
- PEIR, NTS and technical plans

Engagement methods

- Consultation packs issued to stakeholders
- Newsletter mailing to c.3,200 addresses closest to the site
- Press release
- Project website
- Statutory notices
- Social media promotion
- Materials available from information point at Billingham Library
- 4x in-person consultation events, plus 3x webinars
- Direct meetings with elected officials/parish councils

Date	Time	Location
Saturday 13 December 2025	10am – 3pm	High Clarence Primary School, Port Clarence Road, Middlesbrough, TS2 1SY
Wednesday 17 December 2025	1pm – 7pm	Billingham Forum, The Causeway, Stockton-on-Tees, Billingham, TS23 2LJ
Thursday 18 December 2025	1pm – 7pm	Billingham Rugby Club, Greenwood Road, Stockton-on-Tees, Billingham, TS23 4BA
Monday 8 December 2025	6pm - 7.30pm	Online webinar
Monday 15 December 2025	6pm – 7.30pm	Online webinar
Wednesday 7 January 2026	6pm – 7.30pm	Online webinar
Thursday 8 January 2026	1pm- 7pm	Billingham Rugby Club, Greenwood Road, Stockton-on-Tees, Billingham, TS23 4BA

Statutory Consultation

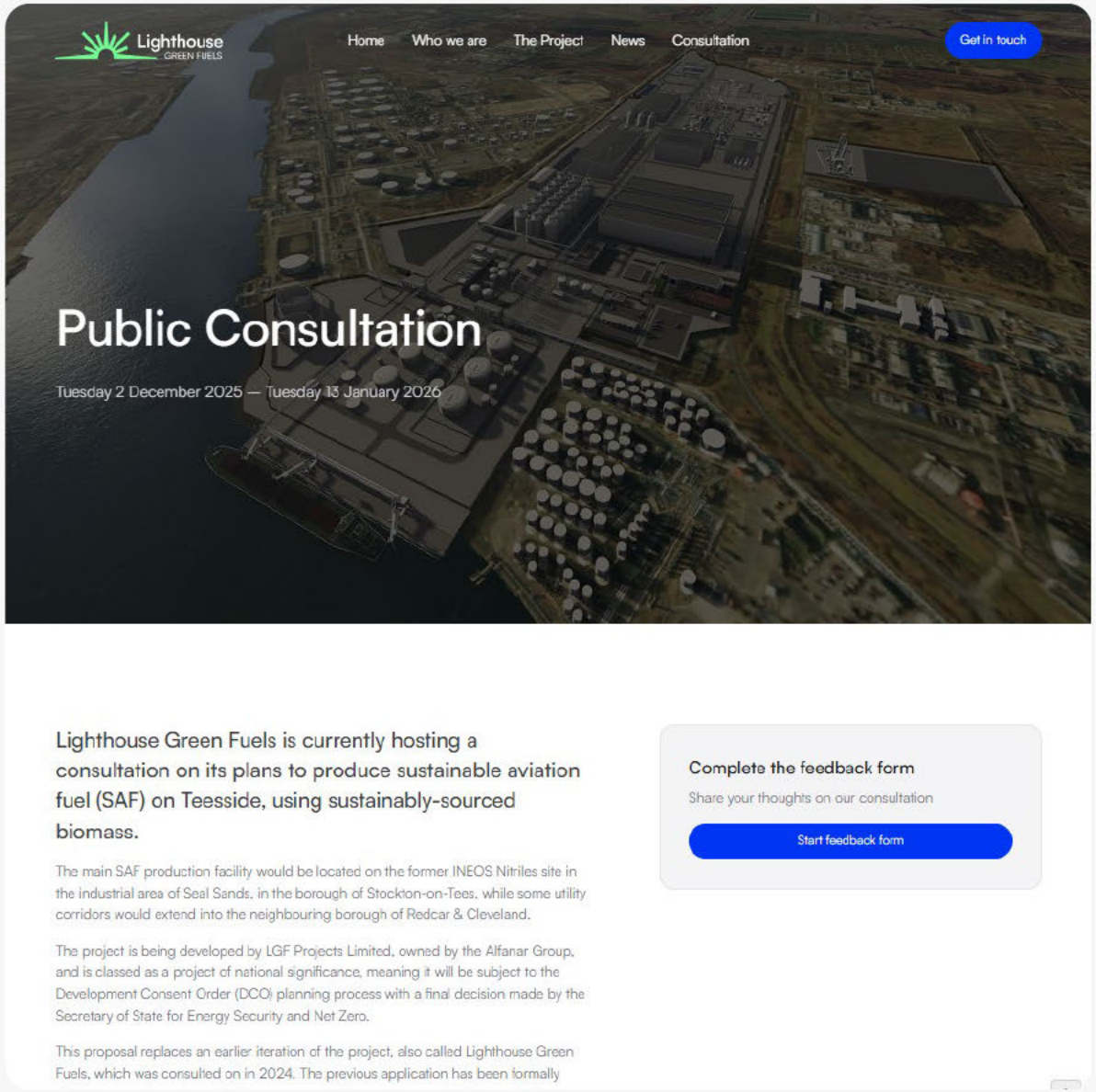
How to get further information and provide feedback

- Attend one of our information events
- View our website www.lighthousegreenfuels.co.uk/consultation
- Visit the information point at Billingham Library, where consultation materials are available to take away as hard copy and on USB sticks
- Call the project team on 0800 157 7346
- Write to us at Freepost LIGHTHOUSE GREEN FUELS (no stamp required)
- Complete a digital or paper feedback form
- Email us at info@lgf.co.uk

Deadline for receipt of feedback 11.59pm on Tuesday 13th January 2026

Scan the QR code to visit the Public Consultation webpage

SCAN ME



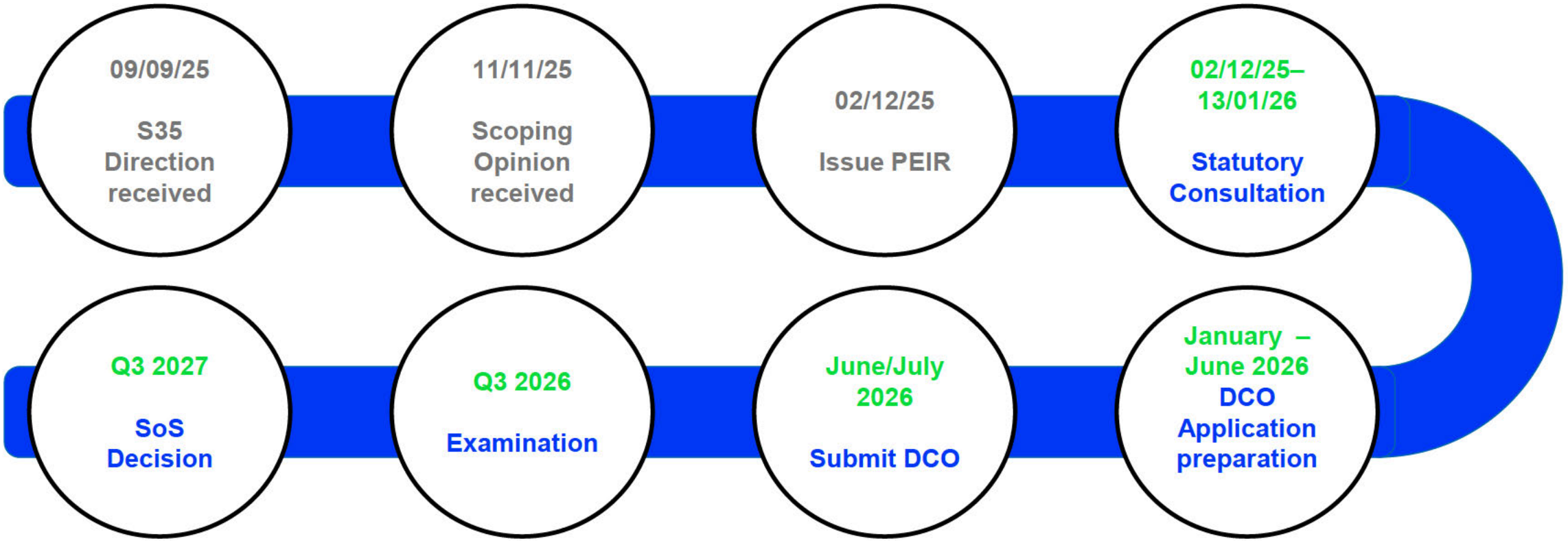
08

Current DCO Timeline

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

Current DCO Timeline



09

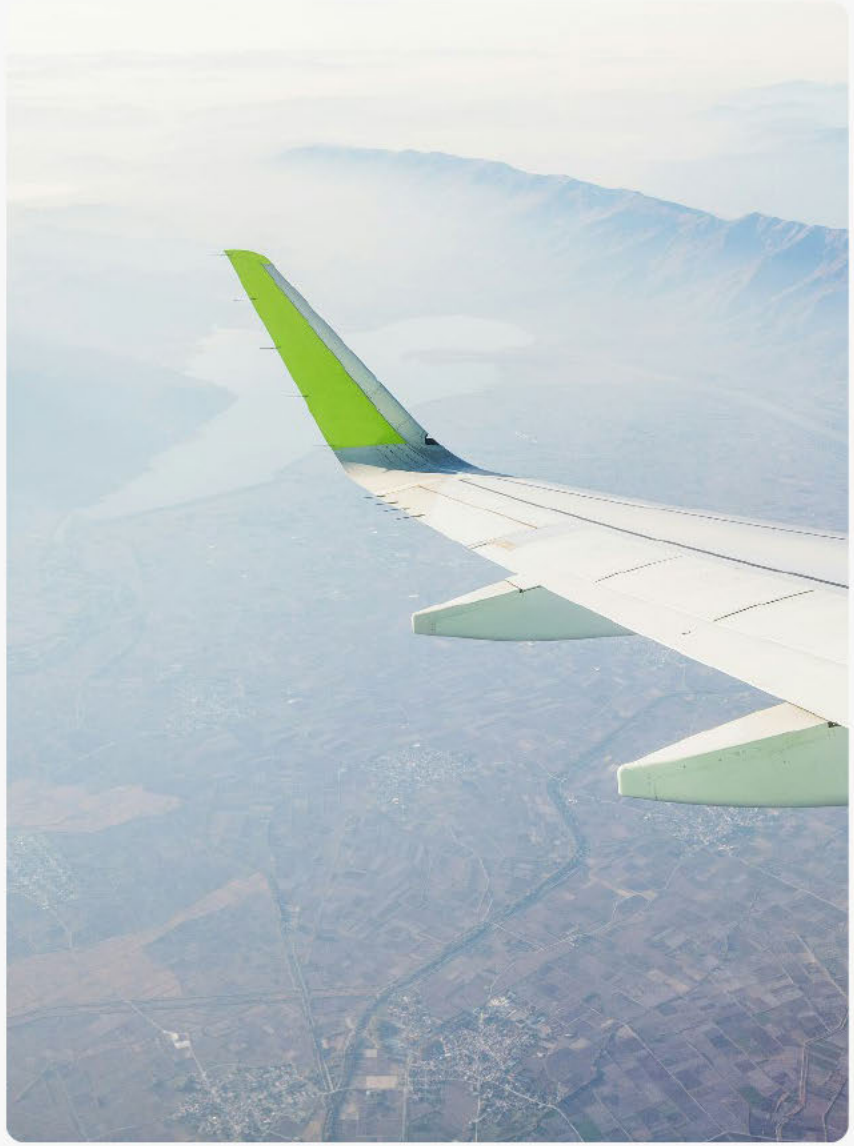
Next Steps

Lighthouse GREEN FUELS

الفنار alfanar PROJECTS

How we will use your feedback and next steps

- We will review all comments and suggestions that have been received during the consultation period
- We will set out a summary of the responses that you have provided in a Consultation Report, which will detail how we have had regard to your feedback and how your feedback has influenced the proposals
- This report will form part of our application for development consent which we expect to submit in 2026
- Once our application for development consent has been accepted, the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application
- You will be able to register your interest in our proposals directly with the Planning Inspectorate, who will then inform you about the progress of our application and how to contribute through the examination
- More information can be found at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0110025



Thank you – Any Questions?

For information please contact: info@lgf.co.uk

Appendix F13 Statutory consultation media engagement

Annex F13-1 Statutory consultation launch press release

Lighthouse Green Fuels launches consultation on £2bn Teesside sustainable aviation fuel facility

- Alfanar Group's Lighthouse Green Fuels (LGF) Sustainable Aviation Fuel (SAF) facility on Teesside has today progressed to the public consultation phase of the Development Consent Order (DCO) process
- The £2bn project is expected to be the first commercial scale SAF facility of its kind in the UK and create 600 jobs on Teesside
- As a project of national significance, the consultation will inform the project's final planning application, which is targeted for submission in Summer 2026.
- This follows recent news confirming LGF's move to a new, neighbouring site in Teesside offering more space for on-site SAF processing and potential further expansion

Tuesday, December 2: The Lighthouse Green Fuels (LGF) Sustainable Aviation Fuel (SAF) facility in Teesside has today launched its public consultation which will run until Tuesday January 13 2026.

Feedback from the public and other stakeholders will inform the final application, which will be submitted to the Planning Inspectorate in Summer 2026 as a project of national significance requiring a DCO from the Secretary of State for Energy Security and Net Zero.

Located on a new site in the industrial area of Seal Sands, the £2bn LGF project will convert 1.5m tonnes of sustainably-sourced biomass into more than 180m litres of SAF, offsetting the equivalent carbon emissions of 4,500 transatlantic flights from London to New York.

SAF is a safe, proven fuel already in use today. More will be needed to meet the UK government's targets for net zero domestic flights by 2040, and for all flights to achieve net zero by 2050.

The government's SAF Mandate requires at least 10% of the UK aviation fuel mix to come from sustainable sources by 2030. Lighthouse Green Fuels is the most advanced SAF project of its kind in the UK and is projected to deliver 11% of the SAF Mandate's requirement.

Following an earlier public consultation in May 2024, LGF has been updated to reflect technical advancements and strategic improvement:

- **Site relocation:** A new, enhanced site in Seal Sands, 500m from the previously-proposed Billingham site. The proposed facility offers closer access to critical infrastructure, including rail and shipping links, and enables the entire conversion process to take place on one site, from feedstock pre-treatment to storage.
- **Change in feedstock:** The project will now use sustainably-sourced biomass, including forestry and agricultural residues, as its primary feedstock to achieve greater carbon savings. This replaces the previous proposal which intended to use municipal solid waste derived feedstock

It is also located even closer to Teesside's carbon capture and storage infrastructure, providing the opportunity for seamless integration into the network in future. This could mean CO2 savings from the SAF produced will more than double from 350,000 to 750,000 tonnes of per year.

LGF is expected to be the UK's first commercial scale, second-generation SAF production facility.

Unlike first generation fuels, second-generation SAF uses non-edible, waste or residue-based feedstock, which avoids competition with food crops and supports environmental and ethical best practices.

This transformative project represents a £2 billion investment in the region and will:

- Create over 3,400 full-time equivalent jobs across the UK during operations, including up to 600 local jobs on Teesside
- Support £3.8 billion in UK-wide GVA and £750 million in Teesside GVA over 25 years
- Drive apprenticeships and skills development to upskill the local workforce and support long-term economic growth

Noaman Al Adhami, UK Country Head for Alfanar Projects, said:

"Launching this consultation marks an important milestone in accelerating our world-leading SAF investment, positioning Teesside at the centre of the UK's fast-growing synthetic fuels sector".

"Delivering for the local area is a central to LGF's mission. Our project will generate significant economic benefits, creating up to 2,000 jobs during construction, 300 permanent roles once operational, and 3,400 supply chain positions nationwide.

"We're committed to reindustrialising Teesside and ensuring that local workers can transition from fossil fuel-based industries to work in future-facing facilities like ours."

How to get involved in the consultation

Events

LGF would like to invite the local community to attend in-person consultation events, scheduled to take place at the following local venues:

- High Clarence Primary School: Saturday 13 December, 10am – 3pm
- Billingham Forum: Wednesday 17 December, 1pm – 7pm
- Billingham Rugby Club: Thursday 18 December, 1pm – 7pm

LGF will also be holding three webinars, with members of the public able to sign up by visiting the project website. These are scheduled on the following dates:

- Monday 8 December, 6pm – 7:30pm
- Monday 15 December, 6pm – 7:30pm
- Wednesday 7 January, 6pm – 7:30pm

Online

Full information about Lighthouse Green Fuels is available at: **www.lighthousegreenfuels.co.uk/consultation**. Members of the public can provide feedback via the online feedback form.

By email

Members of the public can contact the project team with questions or provide feedback via email at **info@lgf.co.uk**

By phone

The project team can be contacted by phone at 0800 157 7346 between 9am and 5:30pm, Monday – Friday.

By post

Paper copies of the feedback form will be available at the in-person public exhibition events and can be downloaded and printed from the website.

Members of the public can post a feedback form or letter containing feedback to F*reepost LIGHTHOUSE GREEN FUELS* (no stamp required).

Feedback on the proposals will be accepted until 11.59pm on Tuesday 13 January 2026.

ENDS

Notes for editors

LGF Projects Ltd is a company wholly owned by Alfanar, a privately-owned global project development, manufacturing and engineering group, with headquarters in Riyadh, Saudi Arabia. It has

over 28,000 employees in 24 countries, including over 120 employees from the Alfanar Group in the UK.

The group is primarily engaged in manufacturing a wide range of electrical products as well as engineering services. Additionally, Alfanar Group is developing a portfolio of conventional and renewable energy projects.

Alfanar's Global Development division is focused on decarbonising the transportation sector. This includes the 'hard-to-decarbonise' sectors such as aviation, marine and heavy goods vehicles. It currently has renewable fuels projects, including SAF, green hydrogen and green ammonia, under development across the world.

Annex F13-2 List of media outlets the press release was distributed to

Appendix F-13.2 List of media outlets the press release was distributed to

Outlet	Contact address
Teesside Gazette	news@gazettemedia.co.uk [redacted]
Northern Echo	newsdesk@nne.co.uk [redacted]
Tees Business	info@teesbusiness.co.uk
BBC North East & Cumbria	neandcumbria@bbc.co.uk
BBC Radio Tees	tees.studios@bbc.co.uk tees.news@bbc.co.uk
ITV Tyne Tees	[redacted] ttvnews@itv.com [redacted]

Annex F13-3 Media Coverage

Tees Business

Tees Business

ALWAYS POSITIVE.
ALWAYS BUSINESS.
ALWAYS TEES.

HOME NEWS MAGAZINES AWARDS EVENTS

[redacted]

MORE INFO

[redacted]

GET INVOLVED

TEES BUSINESS
BE IN THE NEXT ISSUE
VIEW OPTIONS

[redacted]

ighthouse Green Fuels launches consultation n £2bn Teesside sustainable aviation fuel acility

DEC 04TH, 2025 | WRITTEN BY: MARTIN WALKER





MOST READ

1. Billy No Mates brings freelancers together for relaxed coworking in Middlesbrough
   5 DAYS AGO
2. Tees firms urged to 'spread the word and take on apprentices'
   6 DAYS AGO
3. £400m Fujifilm investment cements Teesside's role at heart of global life sciences
   6 DAYS AGO

LATEST

1. VelociTees set to celebrate Tees region's fast 15
   20 HOURS AGO
2. Calling Tech Business Leader nominations
   20 HOURS AGO
3. Work begins on Thornaby's new leisure centre as part of £23.9m town...
   20 HOURS AGO

The Lighthouse Green Fuels (LGF) Sustainable Aviation Fuel (SAF) facility in Teesside has launched its public consultation which will run until Tuesday, January 13, 2026.

Feedback from the public and other stakeholders will inform the final application, which will be submitted to the Planning Inspectorate in Summer 2026 as a project of national significance requiring a DCO from the Secretary of State for Energy Security and Net Zero.

Located on a new site in the industrial area of Seal Sands, the £2bn LGF project will convert 1.5m tonnes of sustainably-sourced biomass into more than 180m litres of SAF, offsetting the equivalent carbon emissions of 4,500 transatlantic flights from London to New York.

SAF is a safe, proven fuel already in use today. More will be needed to meet the UK government's targets for net zero domestic flights by 2040, and for all flights to achieve net zero by 2050.

The government's SAF Mandate requires at least 10% of the UK aviation fuel mix to come from sustainable sources by 2030.

Lighthouse Green Fuels is the most advanced SAF project of its kind in the UK and is projected to deliver 11% of the SAF Mandate's requirement.



Following an earlier public consultation in May 2024, LGF has been updated to reflect technical advancements and strategic improvement:

– Site relocation: A new, enhanced site in Seal Sands, 500m from the previously-proposed Billingham site. The proposed facility offers closer access to critical infrastructure, including rail and shipping links, and enables the entire conversion process to take place on one site, from feedstock pre-treatment to storage.

– Change in feedstock: The project will now use sustainably-sourced biomass, including forestry and agricultural residues, as its primary feedstock to achieve greater carbon savings. This replaces the previous proposal which intended to use municipal solid waste derived feedstock

It is also located even closer to Teesside's carbon capture and storage infrastructure, providing the opportunity for seamless integration into the network in future. This could mean CO2 savings from the SAF produced will more than double from 350,000 to 750,000 tonnes of per year.

LGF is expected to be the UK's first commercial scale, second-generation SAF production facility.

Unlike first generation fuels, second-generation SAF uses non-edible, waste or residue-based feedstock, which avoids competition with food crops and supports environmental and ethical best practices.

This transformative project represents a £2 billion investment in the region and will:

– Create over 3,400 full-time equivalent jobs across the UK during operations, including up to 600 local jobs on Teesside

– Support £3.8 billion in UK-wide GVA and £750 million in Teesside GVA over 25 years

– Drive apprenticeships and skills development to upskill the local workforce and support long-term economic growth

Noaman Al Adhami, UK Country Head for Alfanar Projects, said: "Launching this consultation marks an important milestone in accelerating our world-leading SAF investment, positioning Teesside at the centre of the UK's fast-growing synthetic fuels sector.

"Delivering for the local area is a central to LGF's mission. Our project will generate significant economic benefits, creating up to 2,000 jobs during construction, 300 permanent roles once operational, and 3,400 supply chain positions nationwide.

"We're committed to reindustrialising Teesside and ensuring that local workers can transition from fossil fuel-based industries to work in future-facing facilities like ours."

The Northern Echo

Teesside consultation launches for green energy project

4TH DECEMBER 2025 BUSINESS ENVIRONMENT NORTH EAST



A £2 billion sustainable aviation fuel (SAF) facility proposed by Lighthouse Green



A £2 billion sustainable aviation fuel (SAF) facility proposed by Lighthouse Green Fuels at Seal Sands, Teesside, has entered public consultation *(Image: Supplied)*



By Gavin Engelbrecht
Reporter

Share

1 comment

Sign up to the Daily Catch-up newsletter

A round-up of the top stories from the day

Enter your email Sign Up

By signing up, you agree to our privacy policy and terms of service.

A consultation has launched for a major new green energy project in the North East.

The £2 billion Lighthouse Green Fuels (LGF) sustainable aviation fuel (SAF) facility proposed at Seal Sands on Teesside promises to bring major investment and development to the region.

If approved, the facility could play a critical role in the UK's push towards net zero aviation.

Noaman Al Adhami, UK country head for Alfanar Projects, said: "Launching this consultation marks an important milestone in accelerating our world-leading SAF investment, positioning Teesside at the centre of the UK's fast-growing synthetic fuels sector.



A £2 billion sustainable aviation fuel (SAF) facility proposed by Lighthouse Green Fuels at Seal Sands, Teesside, has entered public consultation *(Image: Supplied)*

"Delivering for the local area is a central to LGF's mission.

"Our project will generate significant economic benefits, creating up to 2,000 jobs during construction, 300 permanent roles once operational, and 3,400 supply chain positions nationwide.

"We're committed to reindustrialising Teesside and ensuring that local workers can transition from fossil fuel-based industries to work in future-facing facilities like ours."

The public consultation has today launched and will run until January 13, 2026.

It forms part of the planning process for a development consent order (DCO), which will be submitted in summer 2026 to the Planning Inspectorate as a project of national significance.

The proposed facility will convert 1.5 million tonnes of sustainably sourced biomass into more than 180 million litres of SAF each year.

This volume is equivalent to offsetting the carbon emissions of 4,500 transatlantic flights from London to New York.

SAF is a proven low-carbon fuel already being used in aircraft, but increased production is essential to meet the UK Government's target of net zero domestic flights by 2040 and all flights by 2050.

The government's SAF Mandate requires at least ten per cent of UK aviation fuel to come from sustainable sources by 2030.

The LGF facility would provide around 11 per cent of this requirement.

A previous round of public consultation took place in May 2024.

Since then, the project has been updated to incorporate technical improvements and strategic changes.

Among the key updates is a relocation from the originally planned Billingham site to a new site in Seal Sands.

The new location offers improved access to critical infrastructure, including rail and shipping links, and allows the entire fuel conversion process to occur on a single site.

There has also been a change in the proposed feedstock.

The facility will now use sustainably sourced biomass, such as forestry and agricultural residues, instead of municipal solid waste.

This change is expected to deliver greater carbon savings.

The site's proximity to Teesside's carbon capture and storage infrastructure also allows for future integration into the network.

This could increase annual CO2 savings from 350,000 to 750,000 tonnes.

If constructed, LGF would become the UK's first commercial-scale, second-generation SAF production facility.

Second-generation fuels use non-edible, waste or residue-based materials, avoiding competition with food crops and supporting environmental and ethical sustainability.

The project is expected to create more than 3,400 full-time equivalent jobs across the UK during its operational phase, including up to 600 roles in Teesside.

It is also projected to deliver £3.8 billion in gross value added (GVA) nationally, with £750 million of that concentrated in Teesside over 25 years.

The company says apprenticeships and training will be a key part of the project, helping upskill the local workforce.

Members of the public are invited to attend in-person consultation events at High Clarence Primary School on Saturday, December 13, from 10am to 3pm; Billingham Forum on Wednesday, December 17, from 1pm to 7pm; and Billingham Rugby Club on Thursday, December 18, from 1pm to 7pm.

Webinars will also be held on Monday, December 8, Monday, December 15, and Wednesday, January 7, from 6pm to 7.30pm.

Teesside Live

Renewed plans for £2bn green aviation fuel plant on Teesside set to bring hundreds of jobs

Views are being sought on the proposed £2bn Lighthouse Green Fuels Sustainable Aviation Fuel (SAF) facility at Seal Sands



Visualisation of the proposed site at Seal Sands (Image: Lighthouse Green Fuels)

Renewed plans are being shared for a £2bn green aviation fuel plant on Teesside as bosses confirm a proposed move to a larger site. The Lighthouse Green Fuels Sustainable Aviation Fuel (SAF) facility would be built at the former INEOS Nitriles site at Seal Sands.

The project is being developed by LGF Projects Limited, owned by the Saudi-based Alfanar Group, and could create up to 600 local jobs. It is set to be the first commercial-scale SAF facility of its kind in the UK.

A consultation on the project runs until January 13 prior to a final planning application, targeted for submission to the Planning Inspectorate in summer 2026. It will be subject to the Development Consent Order planning process with a final decision made by the Secretary of State for Energy Security and Net Zero.

The new, larger site sits just 500 metres from **the previously earmarked Billingham location** at the former Air Products site. The firm said the new planning application replaces the previous plans, which went to consultation last year, with the new site offering closer access to critical infrastructure while enabling the entire conversion process to take place at one location, from feedstock pre-treatment to storage.

The project will now use sustainably-sourced biomass, including forestry and agricultural residues, as its primary feedstock, replacing the previous proposal which intended to use household waste. It would convert 1.5m tonnes of sustainably-sourced biomass into more than 180m litres of SAF, offsetting the equivalent carbon emissions of 4,500 transatlantic flights from London to New York.

More than 3,400 full-time equivalent jobs would be created across the UK during operations, said the firm, including up to 600 local jobs on Teesside. People are now being invited to public consultation events and webinars, and can also share their views online, by phone or post.



Visualisation of the plant at Teesside (Image: Lighthouse Green Fuels)

Noaman Al Adhami, UK Country Head for Alfanar Projects, said: "Launching this consultation marks an important milestone in accelerating our world-leading SAF investment, positioning Teesside at the centre of the UK's fast-growing synthetic fuels sector. Delivering for the local area is a central to LGF's mission.

"Our project will generate significant economic benefits, creating up to 2,000 jobs during construction, 300 permanent roles once operational, and 3,400 supply chain positions nationwide. We're committed to reindustrialising Teesside and ensuring that local workers can transition from fossil fuel-based industries to work in future-facing facilities like ours."

Consultation events

In-person consultation events are scheduled to take place at the following venues

- High Clarence Primary School: Saturday, December 13, 10am to 3pm
- Billingham Forum: Wednesday, December 17, 1pm to 7pm
- Billingham Rugby Club: Thursday, December 18, 1pm to 7pm

LGF will also be holding three webinars, with members of the public able to sign up by visiting **the project website**. These are scheduled on the following dates:

- Monday, December 8, 6pm – 7:30pm
- Monday, December 15, 6pm – 7:30pm
- Wednesday, January 7, 6pm – 7:30pm

Information is also available here where members of the public can provide feedback via the online feedback form. Email questions or provide feedback at info@lgf.co.uk.

The project team can be also contacted by phone at 0800 157 7346 between 9am and 5.30pm, Monday to Friday. Paper copies of the feedback form will be available at the in-person public exhibition events and can be downloaded and printed from the website.

Appendix F14 Additional statutory consultation event

Annex F14-1 Statutory consultation update letter sent to S47 consultees

info@lgf.co.uk

Annex F14-2 Statutory consultation additional event advert

Lighthouse GREEN FUELS



Have your say

Tuesday 2 December 2025 — Tuesday 13 January 2026

Lighthouse Green Fuels will host an additional in-person consultation event on its plans to produce sustainable aviation fuel (SAF) from sustainably-sourced biomass on Teesside.

The main SAF production facility would be located on the former INEOS Nitriles site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, while some utility corridors would extend into the neighbouring borough of Redcar & Cleveland.

The project is being developed by LGF Projects Limited, owned by the Alfanar Group, and is classed as a project of national significance, meaning it will be subject to the Development Consent Order (DCO) planning process with a final decision made by the Secretary of State for Energy Security and Net Zero.

This proposal replaces an earlier iteration of the project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and is considered a new project under planning legislation.

We're inviting your feedback to help shape our final proposals before we submit our application in 2026.

Meet us at our additional consultation event or attend our webinar by signing up online, or contact us to find out more information.

Contact Us:

If you would like to speak to a member of the Lighthouse Green Fuels Project Team, please don't hesitate to reach out to us. We are here to provide information, answer any questions and receive your feedback.

www.lighthousegreenfuels.co.uk/consultation

info@lgf.co.uk

0800 157 7346

Freepost LIGHTHOUSE GREEN FUELS
(no stamp required)

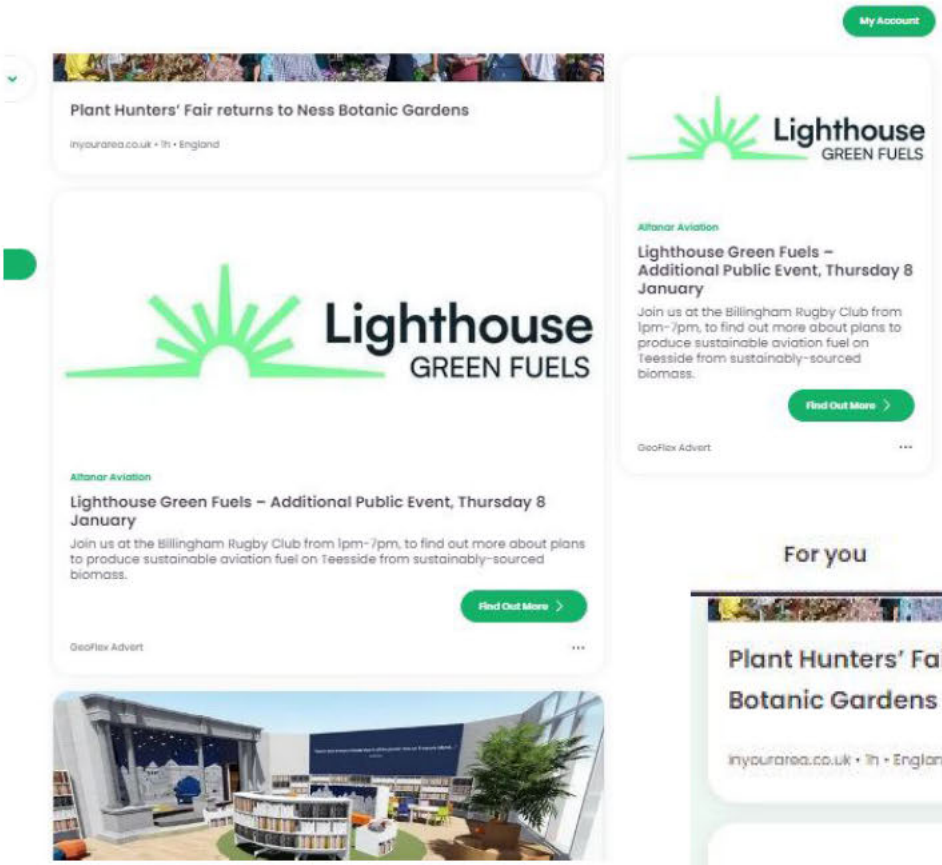
Scan the QR code to visit our project website and view our consultation material:

Date	Venue	Time
Wednesday 7 January 2026	Online webinar	6pm-7:30pm
NEW Thursday 8 January 2026	Billingham Rugby Club, Greenwood Rd, Stockton-on-Tees, Billingham, TS23 4BA	1pm-7pm

Annex F14-3 Media coverage of additional event advert

‘In Your Area’

Ad published 2nd January 2026





The Gazette (Teesside)

Published 6th January 2026



News

Opening date revealed for B&M store

THE opening date for Middlesbrough's new B&M store has been revealed.

Earlier this month, we reported how signs were erected in the Hillstreet Shopping Centre announcing the bargain retailer will be moving in 'soon'.

Sharing a photograph of the signage on social media at the time, a spokesperson for Hillstreet Shopping Centre said: "The cat's out of the bag."

The new store will be situated in the former One Beyond shop, which is understood to have closed last month having opened near Superdrug in 2022.

Now, council documents have revealed the day B&M is due to open. In the premises licencing application for the sale of alcohol, representatives for the national retailer say the store is "due to open on February 6, 2026".

The application is for the sale of alcohol from 7am to 11pm daily to be consumed off the premises. The public has until January 16 to make representations.

CCTV image of male police would like to speak to

A YOUNG woman was surrounded by a gang of up to seven young men and sexually assaulted in Middlesbrough town centre.

Cleveland Police are appealing for anyone with information about the incident, which happened outside Bazaar, in Captain Cook Square, to come forward.

The assault took place between 7.30pm and 8pm on Friday, December 13, when approximately five to seven men made comments to her.

A spokesperson for Cleveland Police said: "The men - believed to be [redacted] ally assaulted by one of them. All the men then left the area in an unknown direction.

"As soon as the sexual assault was reported to police, an investigation began in a bid to identify the men and officers are appealing for information from members of the public. Officers have released a CCTV image of a male they would like to speak to who could have information to assist the investigation."

PC Burnhope, from Middlesbrough's neighbourhood policing team, said: "I understand this will be concerning to the local community [redacted] appealing to anyone who was in the area at the time, may have information that could help the investigation or know the men involved to please get in touch.

"I would also appeal to the person in this photo, and anyone who may know him, to contact us."

Anyone with information should call 101 or visit the force website quoting reference number 230172. Alternatively, information can be provided anonymously by calling Crimestoppers on 0800 555111. Officers also released a grainy CCTV image of a male they would like to speak to.

Lighthouse GREEN FUELS

Have your say

Tuesday 2 December 2025 — Tuesday 13 January 2026

Lighthouse Green Fuels will host an additional in-person consultation event on its plans to produce sustainable aviation fuel (SAF) from sustainably-sourced biomass on Teesside.

The main SAF production facility would be located on the former INEOS Nitriles site in the industrial area of Seal Sands, in the borough of Stockton-on-Tees, while some utility corridors would extend into the neighbouring borough of Redcar & Cleveland.

The project is being developed by LGF Projects Limited, owned by the Allanar Group, and is classed as a project of national significance, meaning it will be subject to the Development Consent Order (DCO) planning process with a final decision made by the Secretary of State for Energy Security and Net Zero.

This proposal replaces an earlier iteration of the project, also called Lighthouse Green Fuels, which was consulted on in 2024. The previous application has been formally withdrawn and is no longer being progressed. The new proposal reflects technical advancements and is considered a new project under planning legislation.

We're inviting your feedback to help shape our final proposals before we submit our application in 2026.

Meet us at our additional consultation event or attend our webinar by signing up online, or contact us to find out more information.

Contact Us:

If you would like to speak to a member of the Lighthouse Green Fuels Project Team, please don't hesitate to reach out to us. We are here to provide information, answer any questions and receive your feedback.

www.lighthousegreenfuels.co.uk/consultation
info@lgf.co.uk
0800 157 7346
Freepost LIGHTHOUSE GREEN FUELS (no stamp required)

Scan the QR code to visit our project website and view our consultation material:

Date	Venue	Time
Wednesday 7 January 2026	Online webinar	6pm-7:30pm
NEW Thursday 8 January 2026	Billingham Rugby Club, Greenwood Rd, Stockton-on-Tees, Billingham, TS23 4BA	1pm-7pm

Annex F14-4 Social media posts for additional event

Facebook

Local Planning - North
Ad ·

Lighthouse Green Fuels will be hosting an additional in-person consultation event on Thursday 8 January 2026 at 📍 Billingham Rugby Club, Greenwood Rd, Billingham, Stockton-on-Tees, TS23 4BA.

This event offers another opportunity for local residents and stakeholders to learn more about the Lighthouse Green Fuels project and speak directly with members of the project team.

Lighthouse Green Fuels represents a £2 billion investment in Teesside, bringing new jobs and helping to position the region as a leader in Sustainable Aviation Fuel (SAF) development.

To find out more about the project and how you can get involved, visit:
https://www.lighthousegreenfuels.co.uk/consultation.



To find out more about the project and how you can get involved, visit:
https://www.lighthousegreenfuels.co.uk/consultation.



https://www.lighthousegreenf...
Lighthouse Green Fuels
Learn more

Like Comment Share

LinkedIn

Lighthouse Green Fuels
6,073 followers
3mo

Lighthouse Green Fuels will be hosting an additional in-person consultation event on Thursday 8 January 2026 at 📍 Billingham Rugby Club, Greenwood Rd, Billingham, Stockton-on-Tees, TS23 4BA.

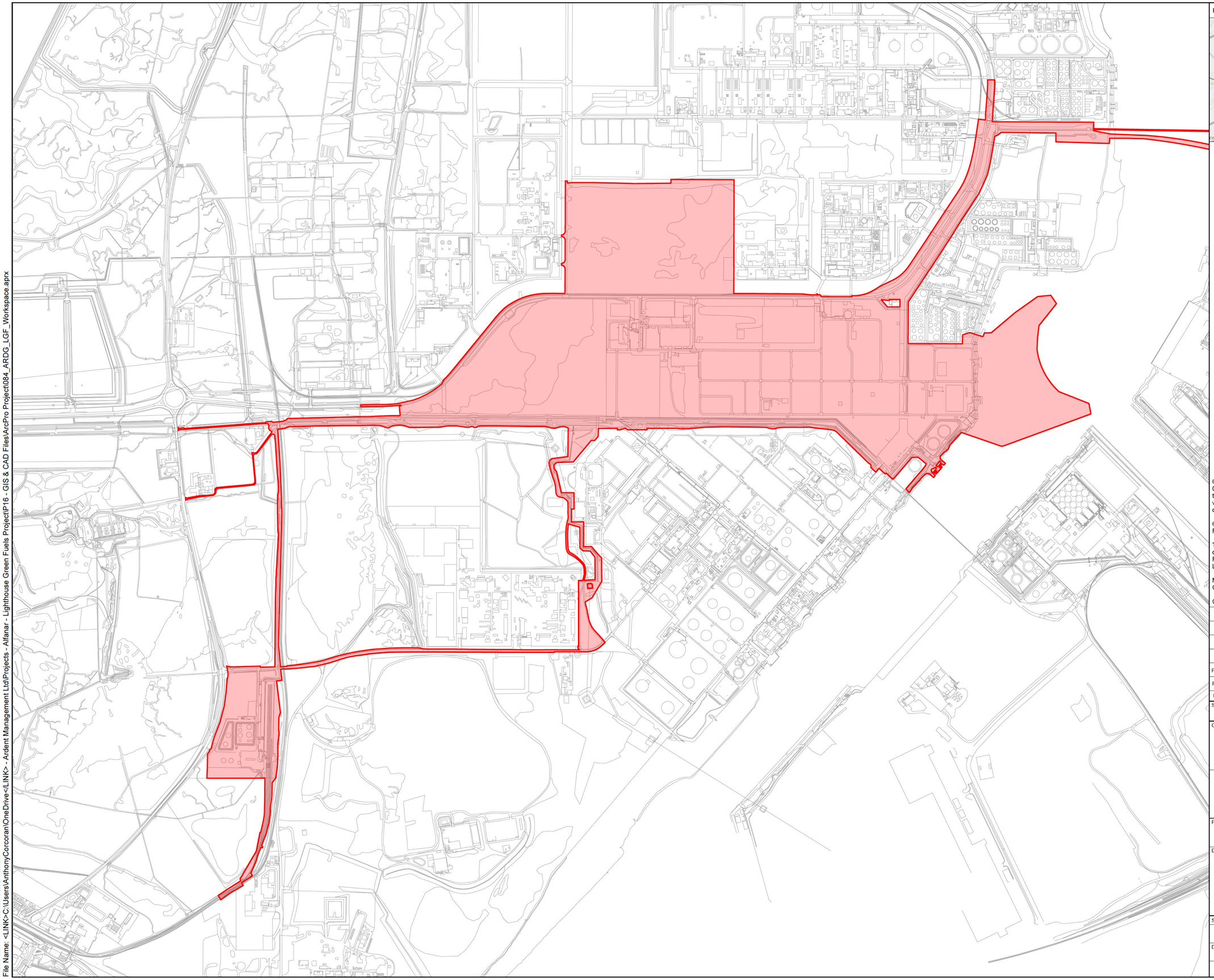
This event offers another opportunity for local residents and stakeholders to learn more about the Lighthouse Green Fuels project and speak directly with members of the project team.

Lighthouse Green Fuels represents a £2 billion investment in Teesside, bringing new jobs and helping to position the region as a leader in Sustainable Aviation Fuel (SAF) development.

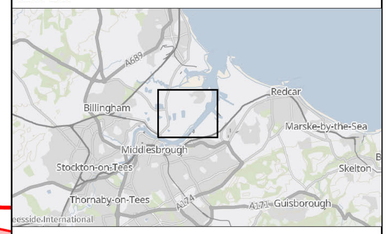
To find out more about the project and how you can get involved, visit:
👉 https://lnkd.in/emBbNrd8



Appendix F15 Proposed Order Limits



KEY PLAN



Key

Proposed Order Limits

© Crown copyright and database rights 2025 Ordnance Survey 0100061167. You are permitted to use this data solely to enable you to respond to, or interact with, the the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated in 2025 and may not be copied distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

May contain public sector information licensed under the Open Government Licence v3.0.

Contains OS Zoomstack.

Rev	Date	Description of revision	Drawn	Checked	Review'd	Approv'd
P02	17/11/2025	UPDATED RLB	AC	AC	JW	JW
P01	07/11/2025	INITIAL ISSUE	AC	AS	AS	JW

Status: FOR INFORMATION

Revision: P02

Client: Lighthouse GREEN FUELS

N

Designer: Ardent

Project: LIGHTHOUSE GREEN FUELS PROJECT

Drawing Title: PROPOSED ORDER LIMITS

1 OF 2

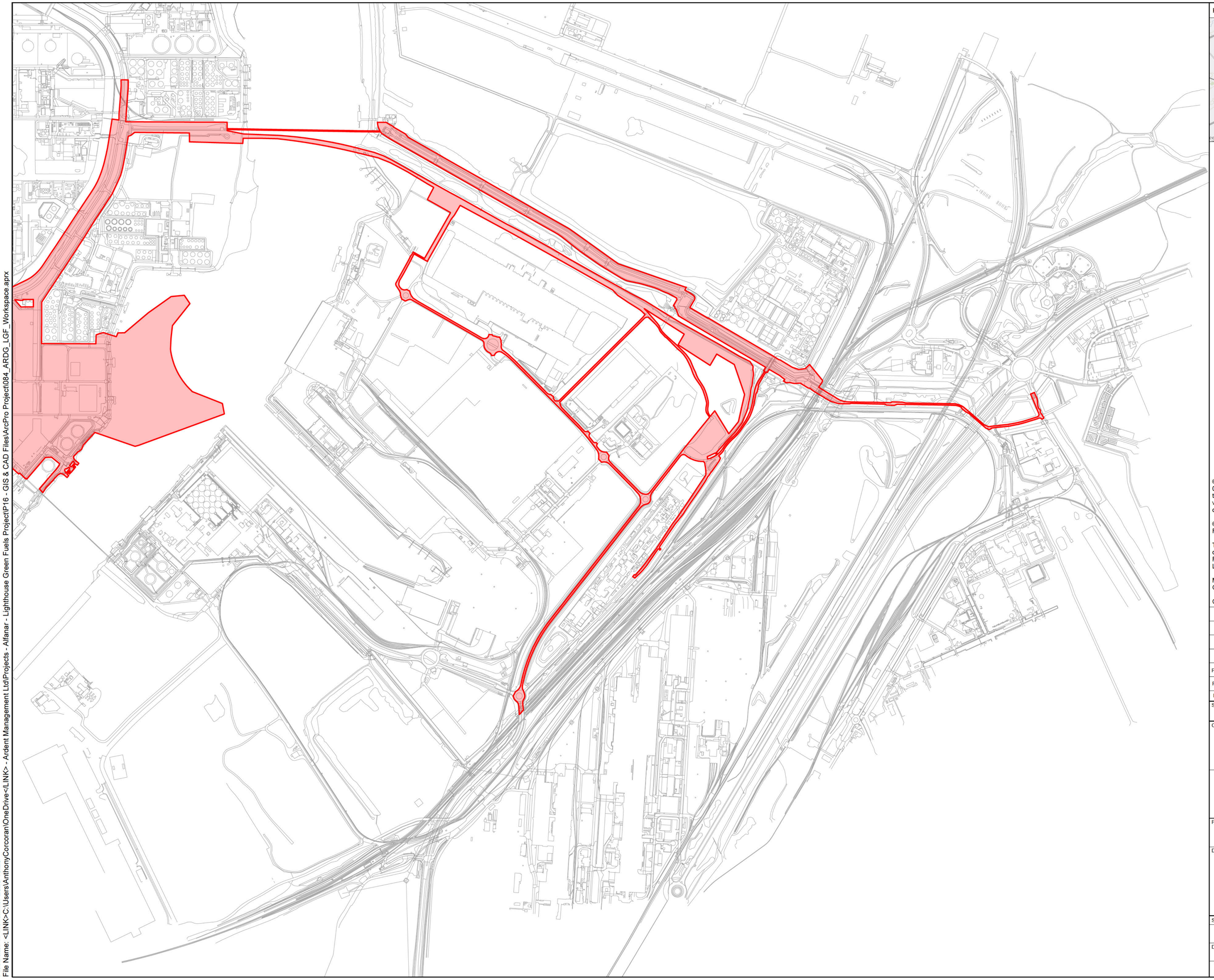
Scale 1:7,000 @ A3 | Spatial Reference System British National Grid

0 250 500 Metres

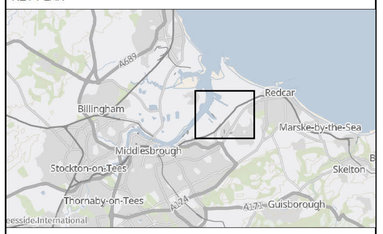
Drawing reference: 084_ARGD_LGF_OVERVIEW

This document is not to be used in whole or in part other than for the intended purpose and project for which it was prepared and provided.

Plot Date: 17 November 2025 13:26
File Name: <LINK>C:\Users\AnthonyCorcoran\OneDrive</LINK> - Ardent Management Ltd\Projects - Alfanar - Lighthouse Green Fuels Project\P16 - GIS & CAD Files\ArcPro Project\084_ARDG_LGF_Workspace.aprx



KEY PLAN



Key

Proposed Order Limits

© Crown copyright and database rights 2025 Ordnance Survey 0100061167. You are permitted to use this data solely to enable you to respond to, or interact with, the the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated in 2025 and may not be copied distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

May contain public sector information licensed under the Open Government Licence v3.0.

Contains OS Zoomstack.

Rev	Date	Description of revision	Drawn	Checked	Review'd	Approv'd
P02	17/11/2025	UPDATED RLB	AC	AC	JW	JW
P01	07/11/2025	INITIAL ISSUE	AC	AS	AS	JW

Status: FOR INFORMATION

Revision: P02

Client: Lighthouse GREEN FUELS

Designer: Ardent

Project: LIGHTHOUSE GREEN FUELS PROJECT

Drawing Title: PROPOSED ORDER LIMITS

2 OF 2

Scale 1:7,000 @ A3 | Spatial Reference System British National Grid

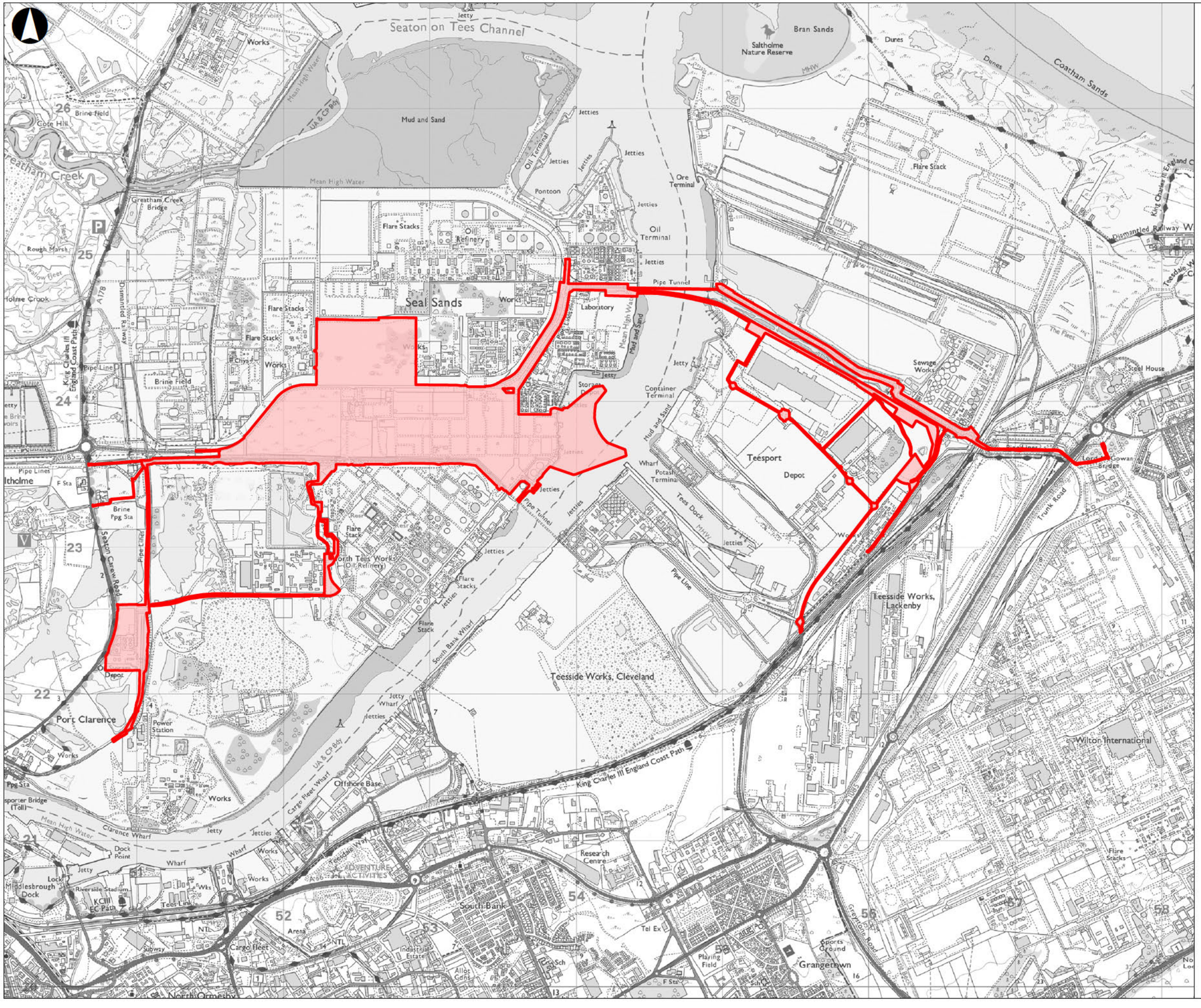
0 250 500 Metres

Drawing reference: 084_ARGD_LGF_OVERVIEW

This document is not to be used in whole or in part other than for the intended purpose and project for which it was prepared and provided.

Plot Date: 17 November 2025 13:26
File Name: <LINK>C:\Users\AnthonyCorcoran\OneDrive</LINK> - Ardent Management Ltd\Projects - Alfanar - Lighthouse Green Fuels Project\P16 - GIS & CAD Files\ArcPro Project\084_ARDG_LGF_Workspace.aprx

Appendix F16 Overview of Proposed Order Limit



KEY

Proposed Order Limits

© Crown copyright and database rights 2025 Ordnance Survey AC0000808122. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

© Crown copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO. This material may not be copied distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

May contain public sector information licensed under the Open Government Licence v3.0.

Contains OS data © Crown Copyright and database right 2025
Contains data from OS Zoomstack

1:25,000

Scale at A3 | British Nation Grid

0 250 500 750 1,000 Metres

Rev	Stat	Date	By	Chkd	Appd
P01	S2	24/11/25	AC	JW	JW

Lighthouse GREEN FUELS

Ardent

PROJECT NAME

LIGHTHOUSE GREEN FUELS

FIGURE TITLE

LGF PROPOSED ORDER LIMITS OVERVIEW

SHEET 1 OF 1

DRAWING NUMBER / REFERENCE

ADR_LGF_OVERVIEW_002

SUITABILITY	SUITABILITY DESCRIPTION
S2	FOR INFORMATION

Lighthouse
GREEN FUELS

www.lighthousegreenfuels.co.uk