

H2Teesside Project

Planning Inspectorate Reference: EN070009

Land within the boroughs of Redcar and Cleveland and Stockton-on-Tees, Teesside and within the borough of Hartlepool, County Durham

The H2 Teesside Order

Document Reference: 8.25.5 Response to ExQ2.5 Climate Change

Planning Act 2008



Applicant: H2 Teesside Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This document has been prepared on behalf of H2 Teesside Limited (the 'Applicant'). It relates to an application (the 'Application') for a Development Consent Order (a 'DCO'), that was submitted to the Secretary of State for Energy Security and Net Zero ('DESNZ') on 25 March 2024, under Section 37 of 'The Planning Act 2008' (the 'PA 2008') in respect of the H2Teesside Project (the 'Proposed Development').

1.1.2 The Application has been accepted for examination. The Examination commenced on 29 August 2024.

1.2 The Purpose and Structure of this document

1.2.1 The purpose of this document is to set out the Applicant's responses to the Examining Authority's ExQ2.5 on Climate Change, which were issued on 28 November 2024 [PD-015]. This document contains a table which includes the reference number for each relevant question, the ExA's comments and questions and the Applicant's responses to each of those questions.

Table 1-1: Applicant’s Responses to ExQ2.5 Climate Change

EXQ2	QUESTION TO:	QUESTION:	RESPONSE
Q2.5.1	Applicant	<p>The Applicant’s ‘Environmental Screening Assessments for Proposed Development Changes’ [CR1 044] at Table 4-1 (Page 53) screens out Change 1, which introduces an additional flare. The Applicant states that all of the Proposed Development Changes except Change 1 would result in a positive impact to climate assessments during the construction, operation and decommissioning of the Proposed Development. The assessment set out in Appendix 19A Climate Change Resilience Assessment [APP-215] therefore represents the worst-case scenario.</p> <p>The Applicant advises that the introduction of an additional flare, as proposed by Change 1, with the same operational specification as assessed in the ES, would result in an increase in greenhouse gas (GHG) but considers this increase would be immaterial to the overall assessment (given that flare pilot emissions would be less than 1% of the Proposed Development’s operational GHG emissions). The Applicant also states that GHG increases, associated with Change 1, would be far exceeded by the benefits being introduced by Change 5.</p> <p>In the light of the above, the ExA would ask the Applicant to provide a more detailed explanation in regard to the above or signpost the ExA to where within the submitted documentation such a detailed explanation has been provided.</p>	<p>As presented in Tables 19-8 and 19-9 of Chapter 19: Climate Change of the ES [APP-072] lifetime emissions from flare pilots, flue gas, and vent and seal leakage equate to 209,122 tCO₂e (there may be a slight variation due to rounding of figures), accounting for approximately 1% of total operational emissions. As emissions from the flare pilots only make up a proportion of these emissions, (approximately 27%) it is anticipated that an additional flare pilot (Change 1) will not contribute more than 1% of annual operational emissions.</p> <p>Additionally, the 42.85% reduction in power demand from 70 MW to 40 MW (Phase 1) or 140 MW to 80 MW (Phase 1+2) that will result from Change 5 [CR1 044] will equate to a larger reduction in GHG emissions, than those from the flare pilots, factoring in the projected decarbonisation of the UK energy grid. The total emissions from electricity from table 19-8 and 19-9 of Chapter 19: Climate Change of the ES [APP-072] equate to 841,584 tCO₂e (2 x 64223 for phase 1 + 23 x 31006 for phase 1 + phase 2). Reducing this figure by 42.85% leads to a reduction of 360,618 tCO₂e.</p> <p>Due to the changes described above, the proposed amendments to the application will result in an overall positive GHG benefit, reducing the emissions associated with the Proposed Development.</p>