H2 Teesside

bp

H2Teesside

Statutory consultation brochure

14 September to 26 October 2023

H2 Teesside

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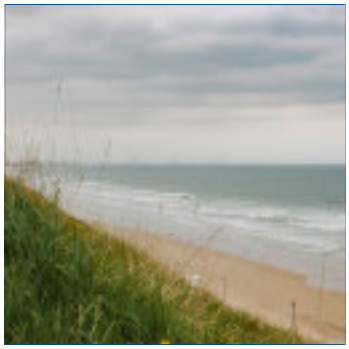


H2Teesside – statutory consultation

Thank you for taking the time to find out more about our proposals for a blue hydrogen production facility on Teesside.

Consulting local communities and stakeholders is a really important step in developing our proposals for H2Teesside. This consultation is your opportunity to comment on our proposals so we can consider your feedback as we finalise our plans and prepare our application for consent to construct and operate H2Teesside.

In this brochure we describe our proposals, including the benefits that H2Teesside could bring, and provide an overview of the likely environmental effects. We also explain where you can find further information and how you can provide feedback.

The consultation is taking place between Thursday 14 September 2023 and Thursday 26 October 2023. **Please provide any feedback by 23:59 on 26 October 2023.**

Further details on how to get involved are available on page 22 of this document.

This consultation

The purpose of this consultation is to understand the views of the local community and stakeholders on our proposals. It is known as a statutory consultation because there are certain requirements we must meet in line with the planning process for H2Teesside.

The Secretary of State for Energy Security and Net Zero has directed that H2Teesside is a project of national significance, which should be consented through a type of planning consent called a Development Consent Order (DCO). We therefore need to make an application for a DCO to construct and operate H2Teesside. Further information on this process can be found on page 21 of this document.

The project is an Environmental Impact Assessment (EIA) development, requiring us to submit an Environmental Statement as part of the DCO application. We're currently undertaking the EIA and as part of this process, have prepared a preliminary assessment of the likely significant effects of the project. The outcome of these assessments is presented in a document known as a Preliminary Environmental Information Report ('PEIR') which is available to view as part of this consultation. In addition to this, we have also prepared a Non-Technical Summary document which is a shorter and more accessible version of the PEIR. Further information on how to view these documents can be found on page 22.

H2 Teesside

Welcome

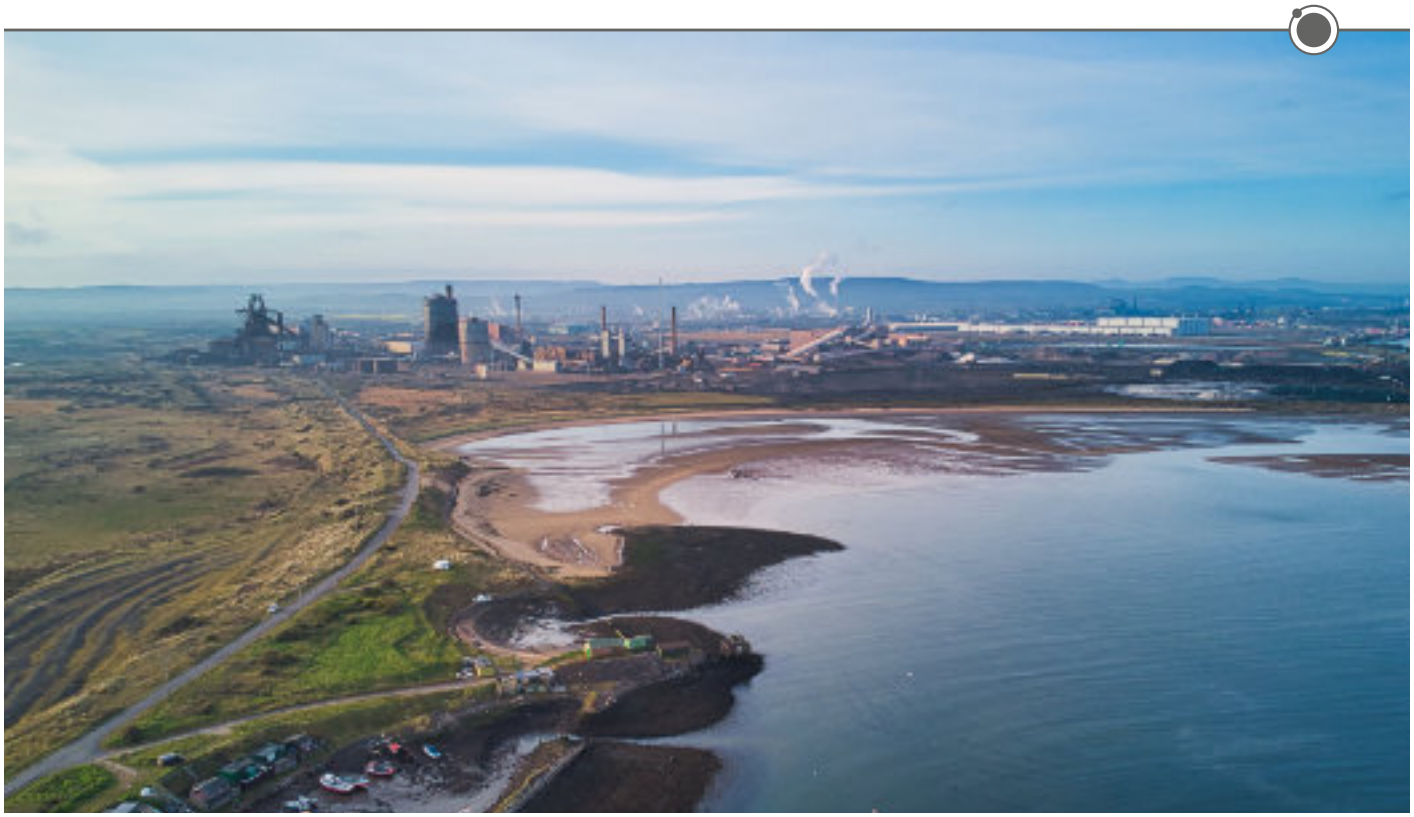
At bp, we're taking action through transformative projects that will help us to achieve our net zero ambitions.

We're backing hydrogen with carbon capture and storage to help decarbonise industry in Teesside and the UK. As part of this, we're proposing to build and operate H2Teesside – a blue hydrogen production facility on Teesside.

Hydrogen is set to play an essential role in decarbonising industries in the UK, particularly those that are difficult to electrify.

H2Teesside aims to be one of the biggest blue hydrogen production facilities in the UK, delivering economic growth for Teesside and the domestically-produced low carbon hydrogen that the UK needs.

Along with its sister project HyGreen Teesside and a number of other proposed projects in the area, H2Teesside can strengthen Teesside's development into the UK's leading hydrogen hub, creating new high-quality jobs, supporting local education and skills development and kick-starting a highly-skilled UK-based hydrogen supply chain.



What is blue hydrogen?

H2Teesside is a proposed large-scale blue hydrogen production facility, to be located on derelict industrial land on Teesside.

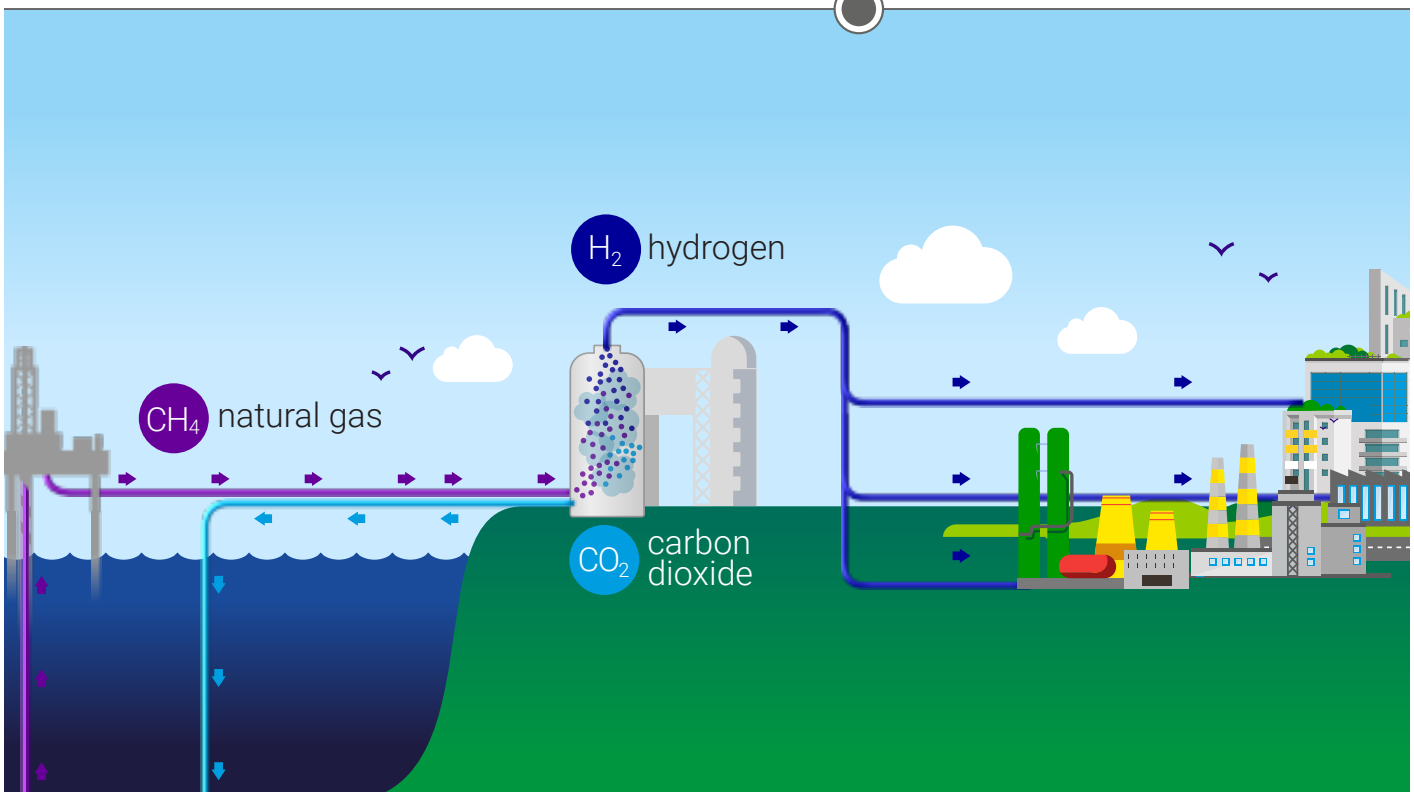
Low carbon hydrogen can help us get to net zero:

- It can play an essential role in decarbonising industries that are difficult to electrify – for example chemicals production or as feedstock for fertiliser production.
- Blue hydrogen, integrated with carbon capture and storage, can provide the scale and reliability required for industrial processes.
- It can also be used as a low-carbon fuel for power generation.
- Hydrogen can also help to decarbonise transport, such as heavy-duty fleets.

Hydrogen will be key to a net zero future, but does not occur in sufficient quantities in nature. This means it must be produced through industrial practices.

What is Blue Hydrogen?

- Blue hydrogen, sometimes referred to as carbon capture and storage enabled low carbon hydrogen, is hydrogen that is obtained from natural gas (methane).
- H2Teesside will convert methane in natural gas into CO_2 and H_2.
- At least 95% of the CO_2 produced as part of this process will be captured and stored permanently beneath the North Sea, preventing it from entering the atmosphere.
- H2Teesside will capture and send for storage approximately two million tonnes of CO_2 per year.



H2 Teesside

Capturing carbon

Carbon Capture and Storage (CCS) is the term for a group of technologies that remove CO_2 from sources such as industrial processes and power plants, transport it – most often by pipeline – and then securely store it. These technologies remove the majority of CO_2 emissions at source.

CO_2 is compressed, transported, and injected into rock formations. These rock formations have interconnected pores where the CO_2 becomes trapped and locked in place, preventing it from being released into the atmosphere.

H2Teesside and CCS

The CO_2 captured by H2Teesside will be sent for secure long-term storage to the **Endurance store**, located approximately 145km off the coast of Teesside under the North Sea, via the **Northern Endurance Partnership pipeline**.

The Northern Endurance Partnership (NEP) is the CO_2 compression, transportation and storage project which will deliver the onshore and offshore infrastructure needed to capture carbon from a range of emitters across Teesside and the Humber and transport it to the Endurance store.

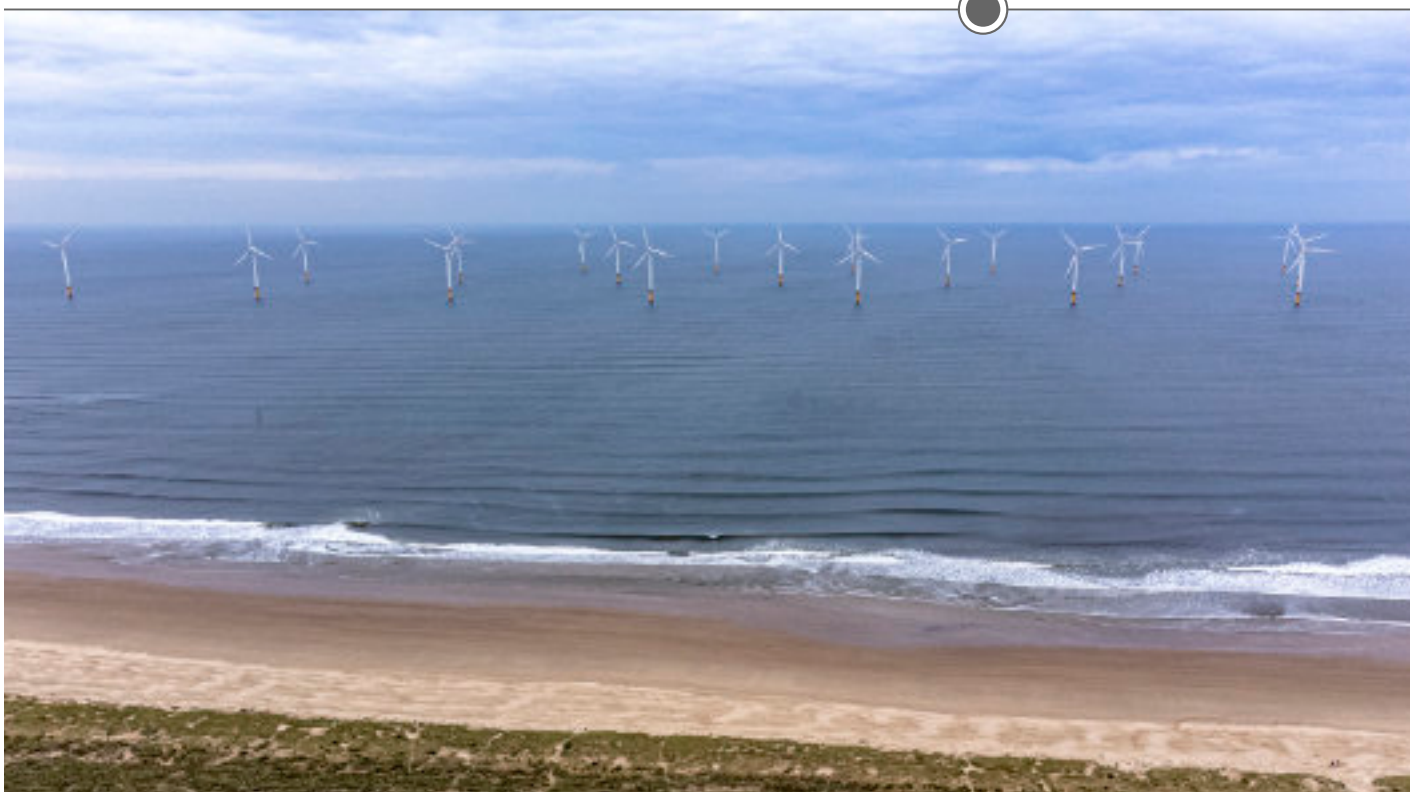
The Endurance carbon store is the name of a geological feature – a saline aquifer – under the North Sea. It has the capacity to store 450 million tonnes of CO_2.

Why blue hydrogen?

In the UK Hydrogen Strategy (published August 2021), the UK Government set out an approach to support green hydrogen and blue hydrogen in parallel, aiming to enable the rapid growth of the sector while bringing costs down.

Producing green hydrogen relies on the availability of a sufficient, reliable supply of low carbon electricity, produced via methods such as wind and solar power. The current scale at which renewable and low carbon energy is produced, presents significant challenges to producing green hydrogen at an industrial scale, in the timescales in which it is required.

Blue hydrogen is being promoted as a necessary and low cost option, which can make use of existing infrastructure across the Teesside region, advancing the UK's energy transition.



Why Teesside?

Teesside has a long and proud history of industrial activity, ranging from steelmaking to chemicals. The region continues to play a key role in UK industry today, with Teesside's leading industrial businesses contributing millions of pounds to the local and UK economy each year.

Key to achieving the UK government's commitment to net zero by 2050 will be ensuring carbon intensive sectors in areas like Teesside, which accounts for around 5% of the UK's industrial emissions, are able to decarbonise.

The Teesside industrial cluster is a tightly packed area, making it a great location to decarbonise effectively and efficiently. Low carbon blue hydrogen produced at H2Teesside will help surrounding industrial companies meet their commitments to reducing their greenhouse gas emissions, and support the decarbonisation of Teesside's industry.

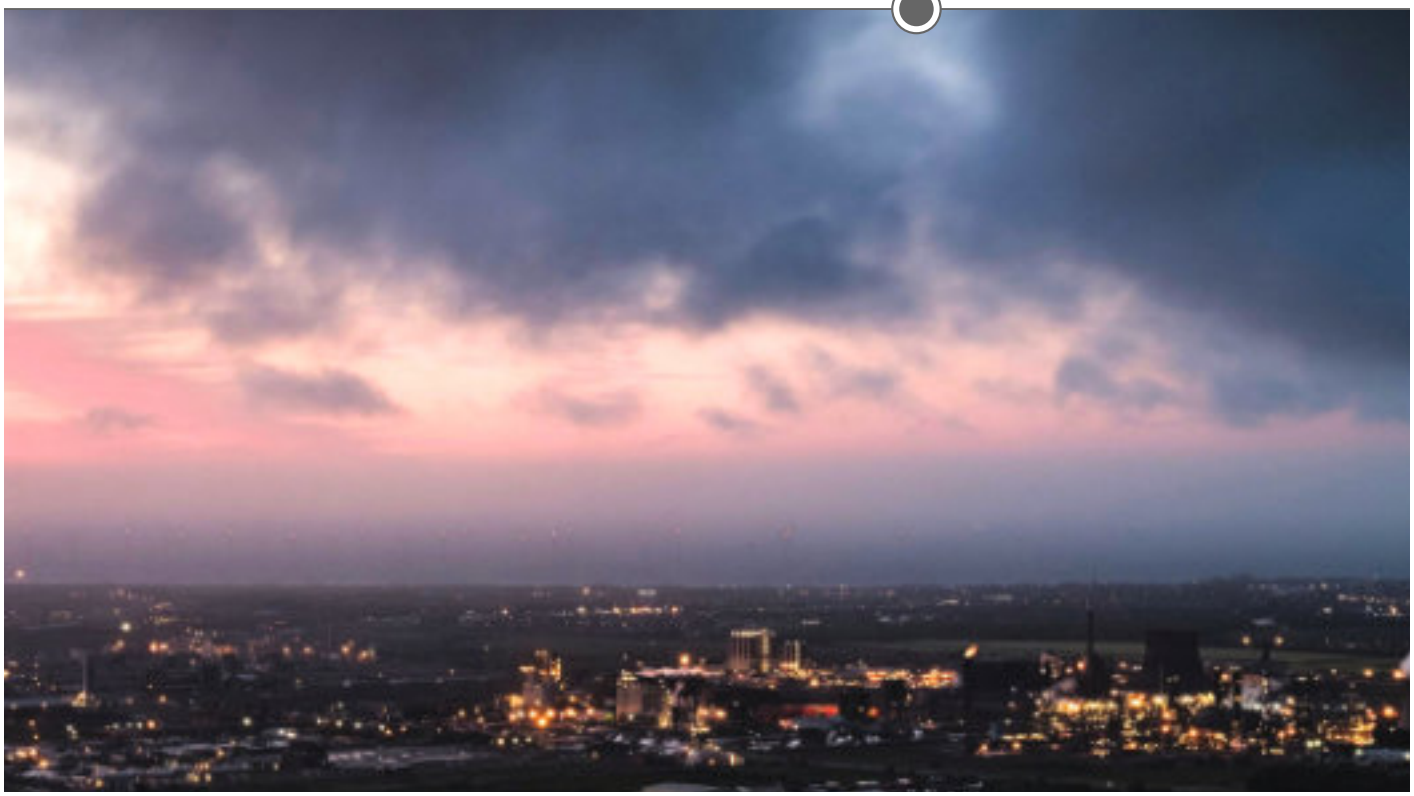
We're seeing strong interest from potential industrial users (known as offtakers) for hydrogen from H2Teesside to help decarbonise industry.

Developing a world-class hydrogen and CCS hub

Teesside is already a UK energy hub, with access to gas from UK gas fields and offshore wind supply, helping ensure national energy security. H2Teesside along with its sister project HyGreen Teesside and other proposed projects in the area can help Teesside become the UK's leading hydrogen hub.

H2Teesside could deliver over 10% of the UK Government's target of developing 10GW of hydrogen production by 2030.

The low carbon hydrogen produced by bp's projects on Teesside will play an important role in delivering on the country's bold ambitions to boost energy security.



H2 Teesside

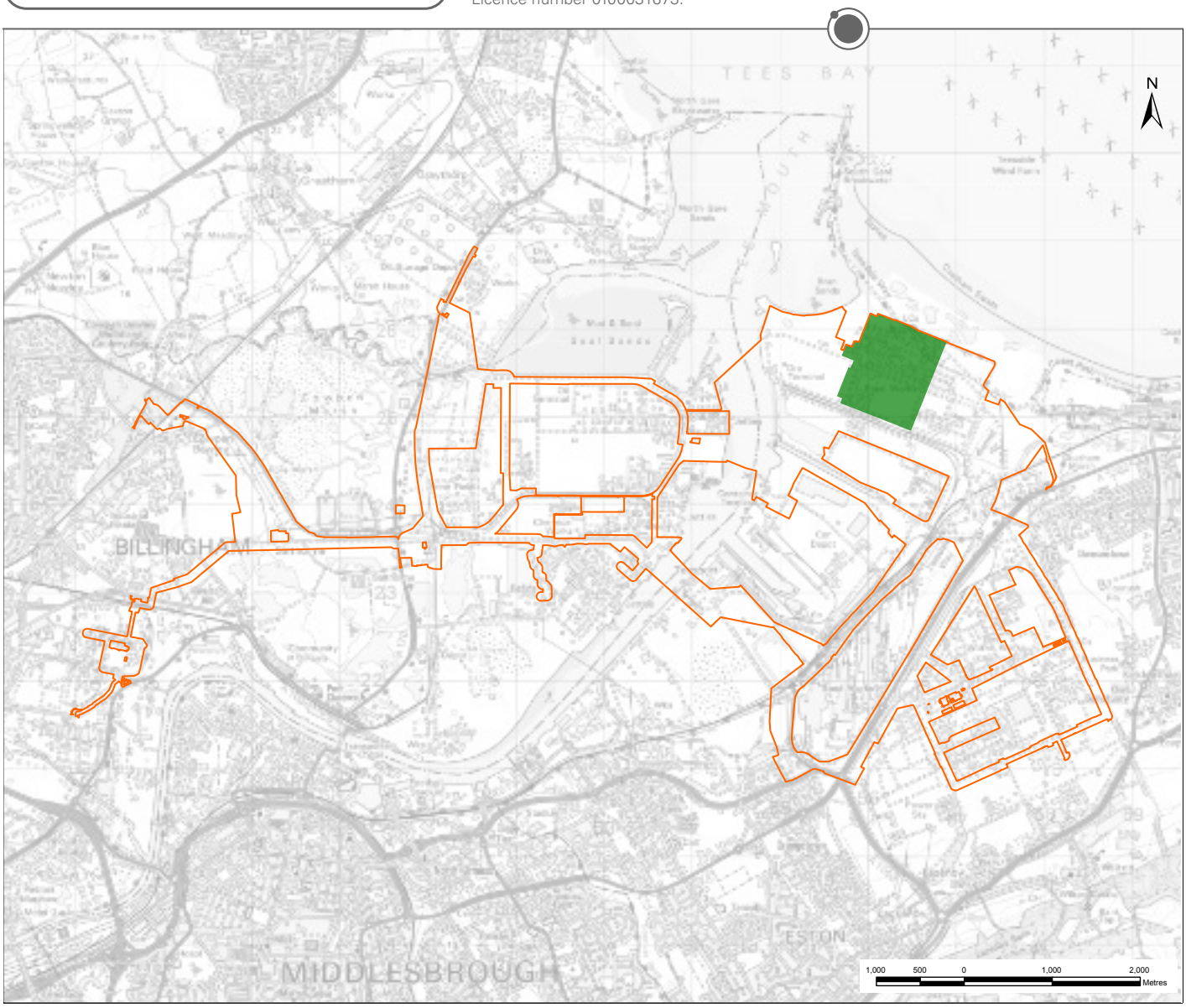
The project site

The current extent of the proposed development site boundary is shown below, in orange. Land at the former Redcar Steelworks, within the administrative boundary of Redcar and Cleveland Borough Council, will contain the main blue hydrogen production facility and ancillary infrastructure, whilst the connection corridors extend into the administrative areas of Stockton-on-Tees Borough Council and Hartlepool Borough Council.

The 'Main Site' is shown in green on the plan below.

Proposed development site boundary

Main site



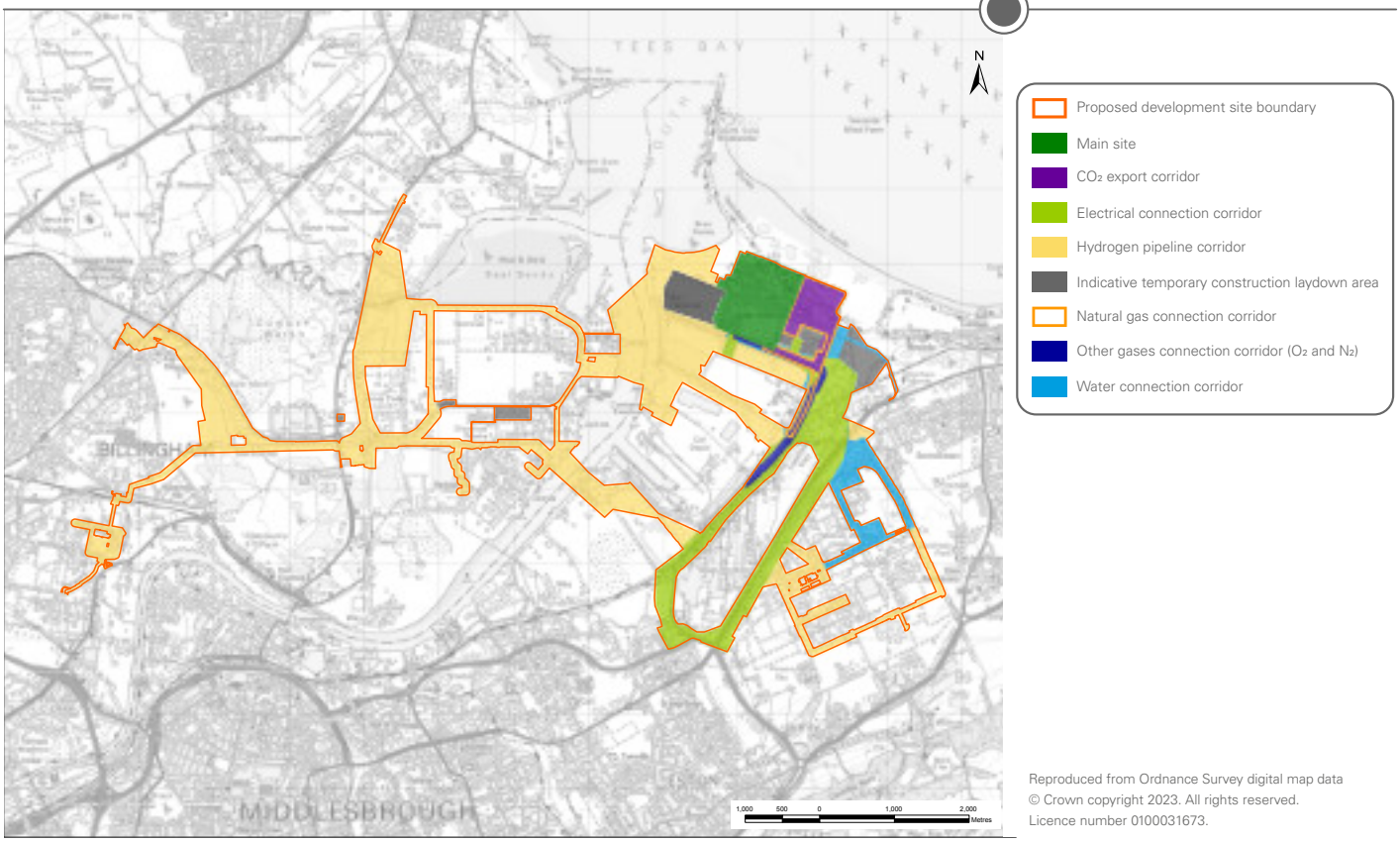
The pipeline and connection corridors

To allow the facility to operate, a number of pipeline connections need to be developed. These consist of five main connections:

- **Natural gas supply connection corridor:** This pipeline would be used to transport natural gas from the existing national gas transmission network to the production facility.
- **Electrical Connection corridor:** These connections would bring electrical power to the production facility.
- **Water connection corridor:** These connections would be used to supply water to the production facility and to discharge treated waste water from the production facility.
- **CO_2 export connection corridor:** This pipeline would be used to transport CO_2 captured at H2Teesside, to the NEP development to the east. Compression, transportation and geological storage of CO_2 from H2Teesside will be managed and operated by NEP and is not part of the H2Teesside project.
- **Hydrogen export pipeline corridor:** This pipeline network would be used to transport hydrogen to potential offtakers across the Tees valley.

Land will also be required for construction working areas and compounds, and accesses by land and water. Other connections (such as for other gases) may also be required.

The corridors shown on the plan are areas that our pipelines and connections would be placed within. As we continue to engage with stakeholders and progress our design, we will refine and reduce these areas accordingly. As part of this statutory consultation, we would welcome any feedback you have on these corridors.



Constructing the hydrogen pipeline network

As we progress the design for H2Teesside, we're considering various route options and construction methodologies for the proposed hydrogen pipeline network.

At this stage of design development, we expect the **natural gas supply connection** and the **electrical connections** to be installed below ground.

The **CO_2 export connection** and **water connections** may be entirely above ground, below ground, or a combination of the two. As we develop the design, we will determine the route and construction methodology having regard to stakeholder feedback as well as environmental and engineering considerations.

Various route options and construction methodologies are being considered for the **hydrogen pipeline network**. We're currently considering:

Using existing pipeline corridors

For various parts of the pipeline corridor, we're looking at where we can use existing infrastructure. For the majority of the hydrogen pipeline corridor south of the River Tees, it is proposed to follow existing established pipeline corridors (generally above ground) where possible. North of the River Tees, our preferred option is to follow Sembcorp's existing link line above ground pipeline corridor through Seal Sands to Billingham. Other corridors in North Tees will require the construction of new underground pipelines or repurposing existing disused pipelines.

Trenchless construction methods

Only trenchless methods (such as Horizontal Directional Drilling (HDD) and micro-tunnelling) are being considered for the crossing of the River Tees and Greatham Creek due to their environmental sensitivity. The proposed trenchless technologies would be below the river/estuary bed at a depth to prevent impacts on river channel integrity, habitats and infrastructure.

As well as these watercourse crossings, it is likely that trenchless techniques may also be required in some cases for crossings of railways, roads and utilities infrastructure. Trenchless methods are also being considered in other areas that are particularly environmentally sensitive.

Open cut trench

Whilst trenchless methods are proposed for environmentally sensitive areas, for the majority of underground pipeline construction in other areas conventional open cut trenching techniques are proposed. Once the pipeline has been installed, the ground would be reinstated.

The construction methods we will use are subject to ongoing design work, discussions with landowners and statutory consultees, and will be informed by feedback to this consultation and further environmental surveys and understanding of constraints.

Further information is available in Chapter 4 (Proposed Development) and Chapter 5 (Construction Programme and Management) of our PEIR.

Making blue hydrogen

Step 1

Natural gas would be transported to the main site via a pipeline, where it will be pre-reformed with steam over a catalyst bed, to break down the methane to carbon oxides (CO/CO_2) and hydrogen (H_2).

Step 2

This gas, known as syngas, would then be reformed further using pure O_2 and more steam in an Auto Thermal Reformer (ATR).

Step 3

After cooling, the syngas would be reacted in water-gas shift reactors, to generate H_2 and CO_2.

Step 4

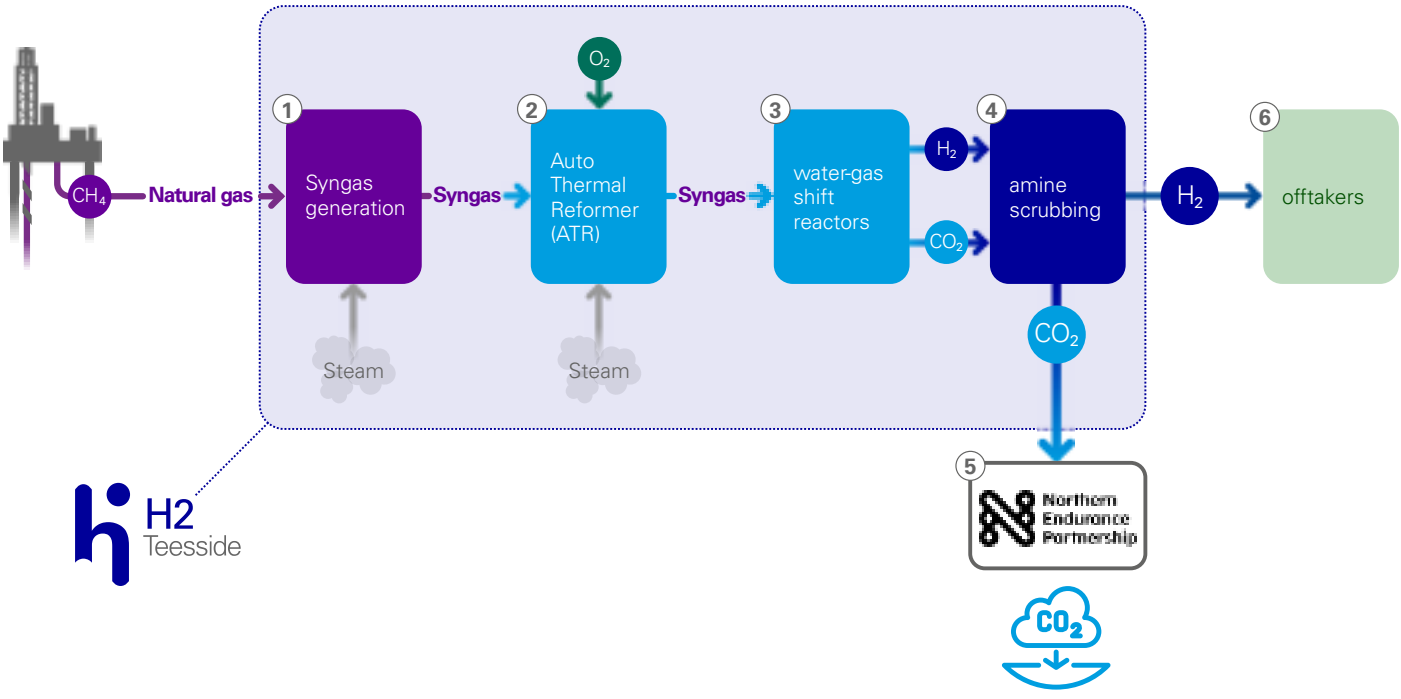
The CO_2 would be removed from the gas via scrubbing with amine, which will be regenerated to yield a CO_2 stream.

Step 5

This CO_2 would be compressed, dehydrated and then exported utilising NEP infrastructure on the Net Zero Teesside site to the east of the Main Site. The captured CO_2 will be further compressed by NEP to be in dense phase for transportation and will be exported using infrastructure to the NEP Endurance store beneath the North Sea. The infrastructure required for export and storage is subject to a separate consent.

Step 6

The resulting low carbon H_2 would be purified and compressed and conditioned, before exporting to potential offtakers, via the new proposed hydrogen pipeline system.



Preliminary Environmental Information

We are undertaking an Environmental Impact Assessment (EIA) that enables us to understand and assess the potential effects of the construction and operation of H2Teesside on local communities and the environment. It will also help us identify the ways impacts can be avoided or reduced.

The findings of our EIA will be presented in a document known as an Environmental Statement, which will be submitted as part of our Development Consent Order application. To help inform this consultation, we have undertaken a preliminary assessment of the likely significant effects and details can be found in the Preliminary Environmental Information Report.

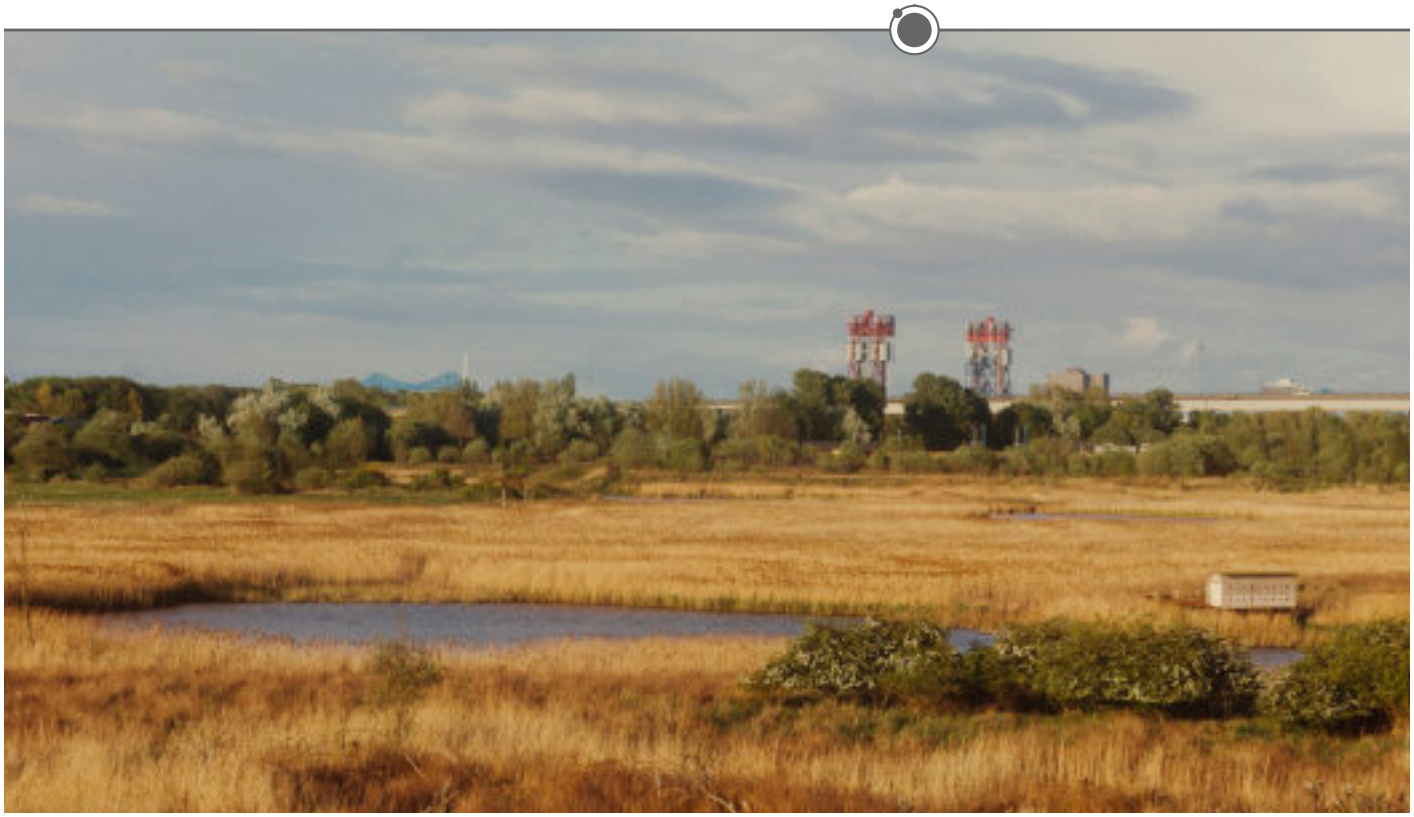
Further details of where you can view a copy of this report and the shorter Non-Technical Summary can be found in the 'Find out more' section of this brochure on page 22. We've summarised the 'significant effects' that have been identified in the Preliminary Environmental Information Report on the next pages.

What is a Preliminary Environmental Information Report?

The Preliminary Environmental Information Report (PEIR) sets out the potential environmental effects of H2Teesside across a number of different topics, based on the preliminary assessment work we've done to date.

The topics covered by the PEIR are set out in the following pages. We have summarised the possible 'significant effects' our proposals could have. 'Significant effects' is a technical term, which is used in EIA to identify environmental factors that require further assessment. Identifying a 'significant effect' in the PEIR does not mean it will definitely happen. By identifying them at this stage, we can explore opportunities to manage the potentially significant effects.

Further detail on each topic area can be found in the PEIR Non-Technical Summary or the individual topic chapters of the PEIR. These documents are available to view online at www.h2teesside.co.uk or at our in-person events.



Preliminary Environmental Information

Below we've listed the topic areas that are covered by the Preliminary Environmental Information Report and summarised the potential 'significant effects' that have been identified.

Identifying a 'significant effect' in the PEIR does not mean it will definitely happen. By identifying them at this stage, we can explore opportunities to manage the potentially significant effects.

You can find out more in our PEIR and the accompanying Non-Technical Summary.

Air quality

Our preliminary air quality assessment uses screening tools and computer models to predict the potential air quality impact of H2Teesside, and its associated traffic movement. This assessment has considered both the effect on human health and ecology.

Construction: Through the use of a Construction Environmental Management Plan (CEMP) to control potential construction dust, no significant effects are predicted.

Operation: Our assessments have not identified any potential significant effects during operation on human health. We have considered the effects of air quality on ecology as part of our Ecology and Nature Conservation assessment. See Chapter 12 of the PEIR for more information.

Our assessments do not predict any significant air quality effects as a result of traffic during construction or operation.

See Chapter 8 of our PEIR for more information.

A Construction Environmental Management Plan (CEMP) sets out measures that aim to ensure adverse effects of construction on the environment and local communities are minimised. The CEMP will be referenced throughout when discussing construction effects, with more detailed information provided on page 19.

Surface water, flood risk and water resources

Our preliminary assessment considers the effects of H2Teesside on the surface water environment (inland, transitional and coastal), flood risk and water.

Construction: Our assessment has assumed a worst-case scenario for construction works, leading to a potentially significant effect related to several watercourse crossings. This will be reassessed before our DCO application is submitted, once more detailed information on construction methods is known and appropriate mitigation identified to reduce or prevent significant adverse effects.

Operation: As with construction, we have assumed a worst-case scenario relating to operational discharges from H2Teesside, leading to a potential significant effect relating to water quality. This will be reassessed before our DCO application is submitted. Appropriate mitigation will be identified to reduce or prevent significant adverse effects, once more information on water treatment is known.

See Chapter 9 of our PEIR for more information.

H2 Teesside

Geology, hydrogeology and contaminated land

Our preliminary assessment considers H2Teesside's potential effects on geology, hydrogeology (groundwater) and contaminated land.

Construction: With appropriate planning of our construction activities and by implementing a CEMP, no significant adverse effects are predicted.

Operation: Operating H2Teesside in accordance with our Environmental Permit and the DCO requirements, no significant adverse effects are predicted.

See Chapter 10 of our PEIR for more information.

Noise and vibration

Our preliminary assessment considers H2Teesside's potential noise and vibration effects on identified local noise sensitive 'receptors', such as places where people live and work.

Construction: During the construction period, noise and vibration control measures will be implemented through the CEMP. Best practice construction methods will be used to reduce noise and vibration effects. With these measures in place, no significant adverse effects are predicted.

Operation: As we design H2Teesside, we will consider measures such as orientating plant within the site away from sensitive areas and screening to reduce noise. This, in addition to the placement of limits on noise emissions from plant and equipment will reduce noise effects, thereby avoiding significant effects.

See Chapter 11 of our PEIR for more information.

Ecology and nature conservation (including aquatic ecology) and ornithology

Our preliminary assessment considers H2Teesside's potential impacts and likely significant effects on ecology as well as an assessment covering breeding and wintering birds.

Construction: During construction, we'll aim to avoid impacts on ecological receptors through measures such as:

- Using trenchless technologies to install pipelines where appropriate.
- Making use of existing infrastructure.
- Implementing measures in the CEMP.
- Having an Ecological Clerk of Works on site to monitor construction activity.

Our preliminary assessment indicates construction activity has the potential to generate significant adverse effects, but this is based on a precautionary approach. It does not take into consideration site-specific mitigation or habitat management measures. We will work with Natural England and other stakeholders to develop these mitigation measures, which will aim to reduce the potential effects.

Operation: As we progress the design of H2Teesside, we will include measures to reduce potentially significant effects on ecology. These measures include avoiding sensitive ecological habitats, appropriate lighting design, and other design measures. H2Teesside also has the potential to provide significant beneficial effects through the creation of new habitats, new ponds and increasing biodiversity.

See Chapters 12 and 13 of our PEIR for more information.

Marine ecology and nature conservation

Our preliminary assessment considers H2Teesside's potential impacts on marine ecology.

Construction: Due to the temporary and short-term nature of potential construction impacts, combined with the limited nature of the works impacting the marine environment, combined with the measures with the CEMP, no significant effects are predicted on marine ecology.

Operation: No potential effects on marine ecology have been identified.

See Chapter 14 of our PEIR for more information.

Traffic and transportation

Our preliminary traffic and transport assessment has considered the predicted number of vehicle movements generated during the construction and operation of H2Teesside, and the capacity and sensitivity of the local roads.

Construction: There will be a small, temporary increase in traffic flows, including HGVs, on the roads leading to the Main Site and Connection Corridor areas north and south of the River Tees. However, these impacts are not expected to be significant.

Operation: H2Teesside is predicted to generate very low traffic flows during operation, which will not generate any significant transport effects.

See Chapter 15 of our PEIR for more information.

Landscape and visual amenity

Our preliminary assessment of the potential effects of H2Teesside on the landscape and views uses the maximum possible dimensions for H2Teesside, so that our assessment is based upon a worst-case scenario.

Construction: Given the other large scale industrial developments in the local area and the temporary nature of construction activity, no significant effects to the landscape character of the area are predicted.

Our preliminary assessment does indicate that construction activities could generate significant effects at two viewpoints – the England Coastal Path at Warrenby and Redcar Seafront. Although construction activities will be visible from other visual receptors, they would be viewed in the context of an area containing a high number of large-scale industrial structures. For some viewpoints, low level construction activities would be screened by other buildings, vegetation or land.

Operation: No significant effects are predicted to the landscape character during operation, as the area around H2Teesside has previous and existing similar industrial development.

Our assessment indicates that moderate adverse significant effects are expected at one viewpoint – the England Coastal Path at Warrenby, arising from the close proximity of the Main Site. Due to the scale of the development, it is not possible to eliminate the visual impacts associated with the facility. Mitigation is required to reduce the visual intrusion of the development in the landscape and minimise impact on visual amenity as far as reasonably practicable through appropriate design. No significant effects are expected at residential properties during operation.

See Chapter 16 of our PEIR for more information.

H2 Teesside

Cultural heritage

Our preliminary assessment considers H2Teesside's potential impacts on cultural heritage assets, including archaeology, built heritage and historic landscape.

Construction: Features relating to a Romano-British settlement have been recorded within the Hydrogen Pipeline Corridor. We will develop a programme of archaeological evaluation and mitigation prior to construction to ensure the reporting, protection and management of any archaeological discovery. With these proposed measures, no significant effects are expected.

Operation: No potentially significant cultural heritage effects have been identified during H2Teesside's operation.

See Chapter 17 of our PEIR for more information.

Socio-economics and land use

Our preliminary assessment considers H2Teesside's potential effects on employment, local business and the local population.

Construction: Construction employment from H2Teesside's construction phase is predicted to have a significant beneficial, short-term effect on local employment.

Operation: Operation employment from H2Teesside's operation phase is predicted to have a minor beneficial effect on local employment.

See Chapter 18 of our PEIR for more information.

Climate change

Our preliminary assessment considers H2Teesside's potential effects on the climate, and the potential impact of future climate change on H2Teesside and the surrounding environment.

Greenhouse gas emissions

The hydrogen produced at H2Teesside will enable a transition to a lower carbon economy, due to the reduced carbon emissions of hydrogen when compared to using natural gas and diesel as fuels. Our assessment shows that H2Teesside has an overall net benefit effect when considering its associated reduced greenhouse gas emissions.

Climate change resilience

Climate change resilience measures would be included in the design of H2Teesside. No significant resilience risks have been identified.

See Chapter 19 of our PEIR for more information.

Major accidents and disasters

Our preliminary assessment considers major accidents and disasters that have the potential to arise during H2Teesside's construction, operation and decommissioning.

Major accidents are incidents such as fires and explosions, that can result in serious harm to people, and damage to property and the environment.

Disasters can be naturally occurring events such as earthquakes, flooding and landslides.

The engineering design, construction and operation of H2Teesside will take into account industry standards and potential risks to ensure that these are minimised to 'as low as reasonably possible'. Such measures include fire detection and protection measures, gas detection and pressure monitoring, and locating electrical equipment above predicted flood levels.

See Chapter 20 of our PEIR for more information.

Materials and waste

Our preliminary assessment considers the potential impacts associated with H2Teesside's use of materials and its waste production.

Construction: Due to the previous uses of the main site, there is the potential for some contaminated material from former uses excavated during construction that could be classed as hazardous. If this needs to be disposed of in hazardous waste landfill, this would reduce the country's hazardous landfill capacity. As a result, this has been identified as a potentially significant effect.

Operation: No significant material and waste effects during operation have been identified.

See Chapter 21 of our PEIR for more information.

Human health

Our preliminary assessment of the potential effects of H2Teesside on human health considers the wellbeing of communities in Redcar and Cleveland, Hartlepool and Stockton on Tees.

The construction and operation mitigation measures proposed for other topics (e.g. Noise and Vibration, Air Quality), no significant effects are predicted during the construction or operation of H2Teesside.

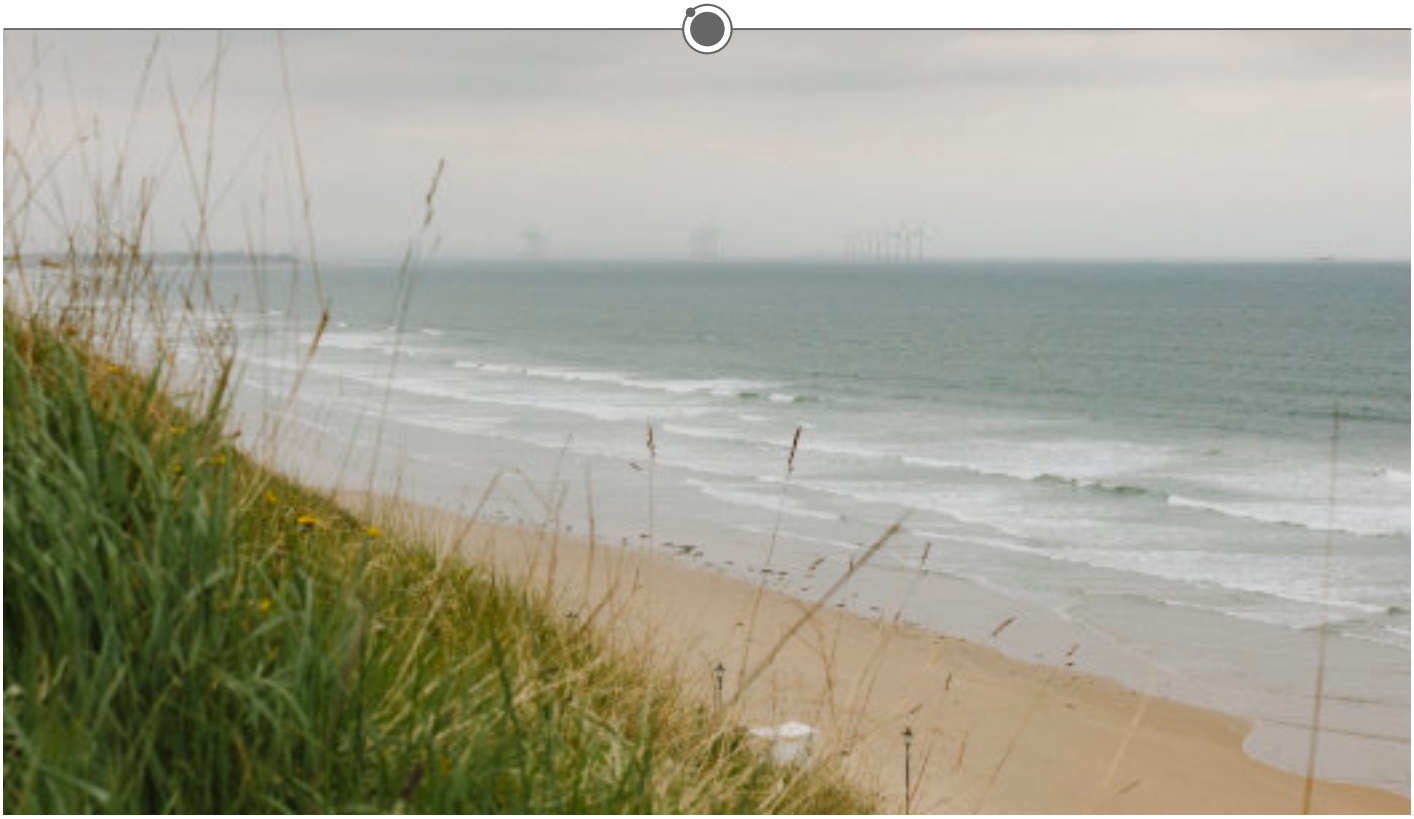
See Chapter 22 of our PEIR for more information.

H2 Teesside

Cumulative and combined effects

Our preliminary assessment has indicated several developments in the vicinity of H2Teesside that could generate cumulative impacts. Chapter 23 of the PEIR has established a list of these potential developments. This list will continue to be updated and a full assessment will be prepared and included in the ES submitted with the DCO Application for H2Teesside.

See Chapter 23 of our PEIR for more information.



Minimising disruption

As with any large project, we understand there may be some disruption during the construction stage, and we'll be seeking to minimise this wherever possible.

A Construction Environmental Management Plan (CEMP) will be produced as part of the DCO, which would ensure that any adverse effects of construction on the environment and local communities are minimised. The CEMP establishes a framework, within which an appointed contractor will plan, implement, and deliver environmental management, mitigation and monitoring requirements during construction.

Examples of controls and procedures in the CEMP would include:

- Measures to minimise noise and vibration, such as using quiet and low vibration equipment, acoustic barriers and considering construction methodology to reduce noise levels where possible.
- Measures for protection of any sensitive/protected species that may be encountered during construction works, to ensure compliance with relevant legislation and best practice.
- Measures to control and limit dust, such as using wheel washing for vehicles entering and leaving construction sites, and the use of road sweepers to remove any material from local roads.
- Minimising visual disturbance by ensuring temporary site lighting is only used where necessary for safety and security.

In addition to the CEMP, we will also prepare a Construction Traffic Management Plan which will set out measures to reduce the impact of traffic during the construction period, such as specifying haulage routes to keep construction traffic on the most suitable roads.

The final routeing for the project connections and the construction methodology will take account of existing apparatus and pipelines, and we will seek to avoid and manage any potential conflicts.

Benefits for Teesside

We believe our proposals have the potential to deliver significant benefits to Teesside and the local community.

H2Teesside will:

- Support economic development and regeneration in the Teesside area, strengthening Teesside's development into the UK's leading hydrogen hub.
- Support the development of a highly skilled UK-based hydrogen supply chain.
- Help safeguard jobs in existing local industries, by helping Teesside decarbonise its industry and attract new businesses to the region.
- Support approximately 1300 jobs (direct and indirect) during its construction phase. It will also support up to 130 permanent jobs once both phases are operational.
- Assist with the regeneration of the former steelworks site.

Investing in green skills

We're working with local authorities and educational institutions to create a legacy in the region. This includes:

- Investing in green skills by launching a **dedicated skills programme for H2Teesside**. The programme will provide £19.5 million in funding and aim to reach more than 5,000 people, inspiring the next generation of talent, ensuring local people benefit from job opportunities and seeding knowledge and innovation.
- Supporting the development of the new **Clean Energy Education Hub at Redcar & Cleveland College**.
- Supporting the **Redcar & Cleveland College Teesside Clean Energy Technician scholarship programme** which will offer 20 school leavers the chance to earn while they learn on a bespoke two-year engineering programme.
- Expanding our collaboration with the **Skills Builder Partnership** to support schools on Teesside. The programme brings together educators, employers and skills-building organisations around a shared approach to building the essential skills for success.








The planning process

The Secretary of State for Energy Security and Net Zero has directed that H2Teesside is a project of national significance which should be consented through a type of planning consent called a Development Consent Order (DCO).

We therefore need to make an application for a DCO to the Planning Inspectorate who are responsible for administering the application process on behalf of the Secretary of State, who is ultimately responsible for deciding whether development consent should be granted.

Consulting local communities and stakeholders before applying for a DCO is a key part of the process. This consultation is known as a statutory consultation and is your opportunity to comment on the project so we can consider your feedback as we finalise our proposals and the DCO application.

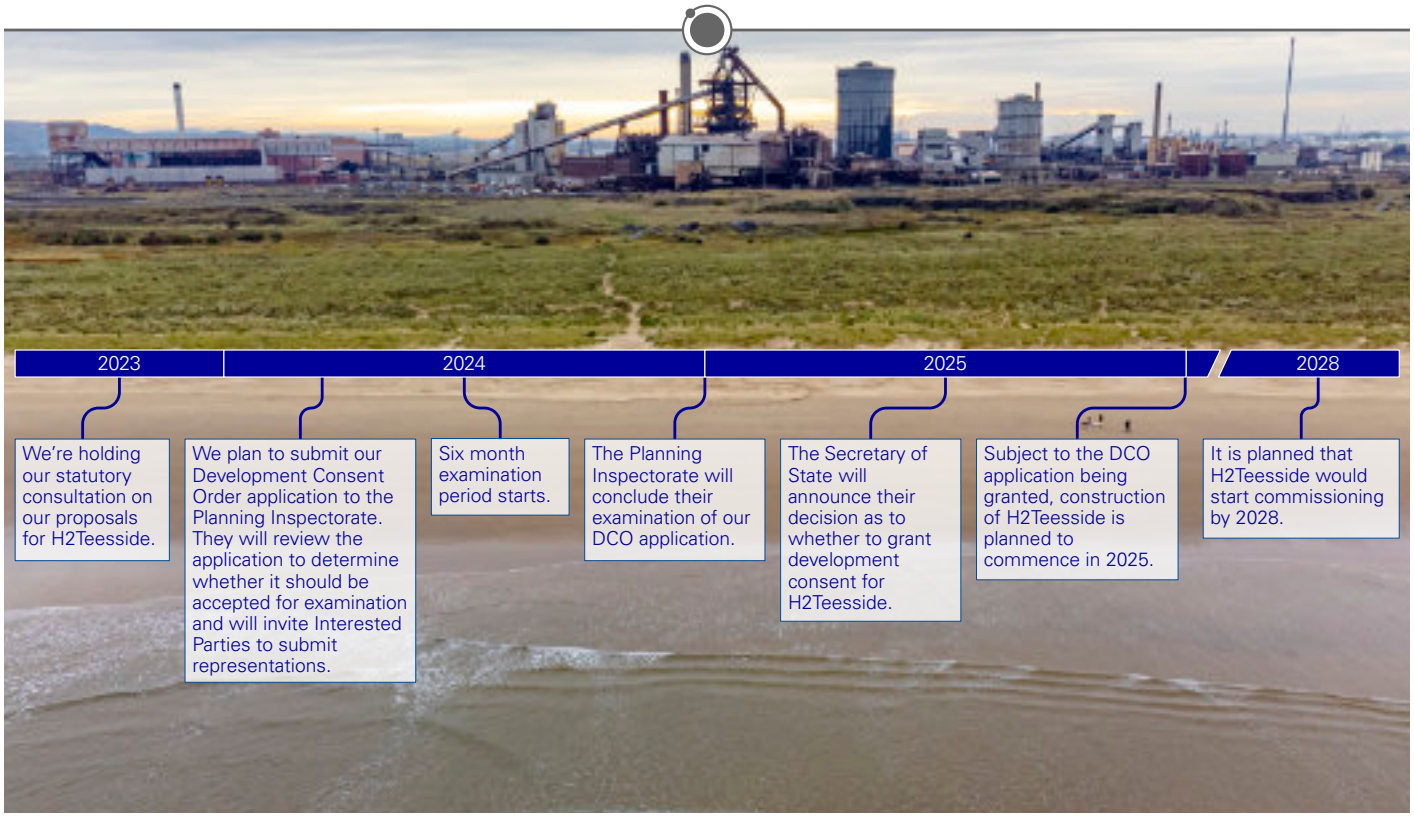
When we submit our application, the Planning Inspectorate will review it and determine whether it meets the requirements to be accepted for examination. If it does, one or more planning inspectors, known as the Examining Authority, will be appointed to examine the application. Anyone with an interest in the application can register to take part in the process and make representations in writing or at a hearing.

Following the examination process, the Examining Authority will prepare a report setting out a recommendation as to whether development consent should be granted. The Secretary of State will then consider this recommendation and make the final decision on whether to grant development consent.

Next steps

Once the consultation closes on 26 October 2023, we'll review all feedback and have regard to it in finalising the design of H2Teesside and our DCO application.

We'll set out a summary of the responses and set out how your feedback has helped shape our proposals in a Consultation Report which will be submitted as part of our DCO application.



H2 Teesside

Find out more

Online

All of our consultation materials will be available to view on the H2Teesside project website from 14 September 2023: www.h2teesside.co.uk

Consultation events

We're holding a series of face-to-face events where you can view our consultation materials and speak to members of the project team.

Venue	Dates and times		Address
Seaview Business Centre, Redcar	Thursday 21st September Saturday 23rd September	15:00 – 19:00 13:00 – 17:00	Turner Street, Redcar, TS10 1AZ
St Aidan's Church Hall, Billingham	Monday 25th September Friday 6th October	15:00 – 19:00 15:00 – 19:00	Tintern Ave, Stockton-On-Tees, Billingham, TS23 2DF
Inspire2Learn, South Bank	Thursday 5th October	15:00 – 19:00	South Bank, Normanby Road, Middlesborough, TS6 9AE
TunedIn, Redcar	Thursday 12th October	15:00 – 19:00	Majuba Road, Redcar TS10 5BJ

Online webinar

We're holding a webinar on 28th September 2023 at 18:00.
Register in advance to join the webinar at www.h2teesside.co.uk

Information points

Visit one of these venues to view our consultation documents on a publicly accessible computer.

Information point	Opening Times
Redcar and Cleveland House, Kirkleatham Street, Redcar, TS10 1RT	Monday to Wednesday 09:00 to 18:00; Thursday 09:00 to 17:00; Friday 09:00 to 18:00; Saturday 09:30 to 12:30
Stockton Central Library, Church Road, Stockton, TS18 1TU	Monday, Tuesday and Wednesday 08:30 to 18:00; Thursday 08.30 to 20:00; Friday 08:30am to 18:00; Saturday 09.30 to 16:00
Hartlepool Civic Centre, Victoria Road, Hartlepool, TS24 8AY	Mondays to Thursdays 09:00 to 17:00; Fridays 09:00 to 16:30

Have your say

We want to hear your views on our proposals for H2Teesside.
You can respond to this consultation in the following ways:

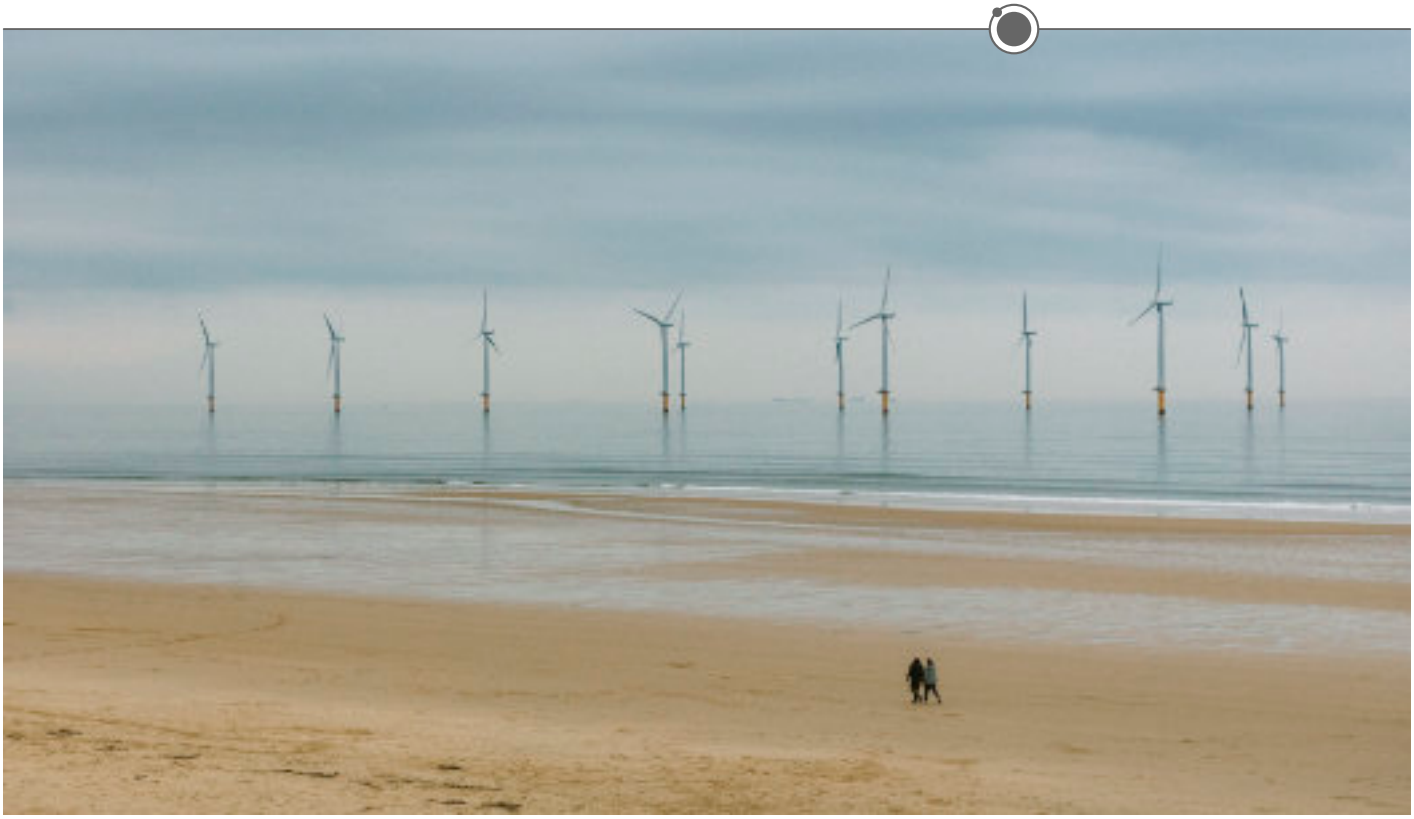
Online: Fill in our response form at www.h2teesside.co.uk

In person: Fill in a hard copy response form at one of our consultation events

Post: Write to us or send your response form to FREEPOST H2Teesside

Email: Write to us or send your completed response form to info@h2teesside.net

Please submit your feedback by **23:59 on 26 October 2023**

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