

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 H2Teesside Order

Document Reference 7.1: Change Notification

The Planning Act 2008



Applicant: H2 Teesside Ltd

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 The H2Teesside Project Development Consent Order ('DCO') Application was submitted by the Applicant, H2Teesside Limited, to the Secretary of State (the 'SoS') for the Department for Energy Security and Net Zero ('DESNZ') on 25 March 2024 under Section 37 of the Planning Act 2008 (the 'PA 2008'). The DCO Application was accepted for examination on 22 April 2024.
- 1.1.2 The H2Teesside Project (the 'Proposed Development') will be one of the UK's largest blue hydrogen production facilities with a capacity of up to approximately 1.2 gigawatts ('GW') thermal, representing more than 10% of the Government's low carbon hydrogen production target of 10 GW by 2030.
- 1.1.3 The Proposed Development is a complex 'first-of-a-kind' project. As confirmed by the Government's decision to select the Proposed Development to connect to the East Coast Cluster (one of the first two carbon capture, usage and storage clusters to be taken forward by the Government), it is a critical part of efforts to decarbonise the power and industrial sectors both in Teesside and nationally.
- 1.1.4 Due to the Proposed Development's nature and scale, the extent of land interests within the proposed Order Limits and the potential routing of the hydrogen pipeline and other connections, the DCO Application submitted in March 2024 necessarily included a degree of optionality. The Applicant has previously explained to the Planning Inspectorate ('PINS') the need for this optionality, but has also been clear that its aim would be to reduce that optionality, if possible, in advance of the Examination as the design of the Proposed Development is progressed and becomes more certain. The options included in the DCO Application were consulted upon and also assessed as part of the Environmental Impact Assessment ('EIA') undertaken for the Proposed Development and reported in the Environmental Statement ('ES') [APP-051 to APP-225].
- 1.1.5 Since submission of the DCO Application, the Applicant has continued with detailed design development and refinement, while also engaging with Interested Parties with a view to addressing their comments and agreeing common ground. This work has identified a number of changes (14 in total) to the Proposed Development.
- 1.1.6 The changes can be grouped into four main categories as follows:
- **Category 'A'**: Engineering/design development – Changes 1, 5 7 and 9.
 - **Category 'B'**: Changes to construction approach – Changes 3, 4 and 6.
 - **Category 'C'**: Other Order Limits reductions – Changes 2.A to 2.F.
 - **Category 'D'**: Order Limits increases which invoke the CA Regulations – Change 8.
- 1.1.7 The proposed changes are not considered individually or cumulatively, to lead to the Proposed Development being different in nature or substance to that for which development consent was originally applied for in March 2024, or which would be

so substantial as to constitute a materially different project. The Proposed Development would remain a Hydrogen Production Facility of up to approximately 1.2 GW thermal, including two carbon capture enabled hydrogen units; a hydrogen distribution network and a high pressure carbon dioxide export pipeline for the export of the captured CO₂.

- 1.1.8 The changes proposed reflect further engineering and design development of the Proposed Development, changes to construction approach and techniques and reductions in the Order Limits (from 507 ha to 406.9 ha) and seek to respond to comments received from Interested Parties, deliver improvements to the Proposed Development, remove optionality and complexity, and therefore, with the exception of the Category D change, reduce its overall impacts.
- 1.1.9 In this document, the Applicant is notifying the Examining Authority ('ExA') of its intention to formally request a change to the DCO Application. If the proposed programme set out in this document is agreed by the ExA, the change request/application is intended to be submitted to the ExA by 21 October 2024 (Deadline 3 of the Examination), to enable it to be incorporated as efficiently as possible into the Examination timetable. The change request will be accompanied by information on the proposed changes and by updated application documents and additional information as required.
- 1.1.10 The Planning Inspectorate has issued advice 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination, 8 August 2024', which provides information on how an applicant can request a change to a Nationally Significant Infrastructure Project ('NSIP') application after it has been accepted for examination. The process for requesting a change to an application involves four main steps as follows:
- **Step 1** – The change notification is submitted.
 - **Step 2** – Advice is provided by the ExA.
 - **Step 3** – The Applicant consults about the proposed change.
 - **Step 4** – The change application/request is submitted.
- 1.1.11 This document represents Step 1 of the process, the change notification, and has been prepared in accordance with the requirements of that advice and to assist the ExA in its consideration of the factors set out within it.

1.2 Information to include in a Change Notification

- 1.2.1 The advice sets out the information to include in a change notification. This includes:
- A clear description of the proposed change(s), including any new/altered works and any new/altered ancillary matters.
 - A statement setting out the reasons and need for making the change(s) with reference to the Government's guidance on the examination stage, any relevant National Policy Statements, and any other important and relevant

matters. This statement should include a robust justification for making the change(s), including why the matters driving the proposed change(s) were not identified and dealt with at the pre-application stage.

- A statement establishing whether the proposed change(s) involves changes to the Order Limits/Land. If the proposed change involves a request to include additional compulsory purchase powers the applicant should confirm if they have the relevant consent from all persons with an interest in the additional land. The applicant must include evidence of the consent. If negotiations are ongoing the applicant should confirm the status of these. If the applicant considers they may not be able to obtain this consent they should include a detailed description of how the procedures in Regulations 5 to 19 of 'The Infrastructure Planning (Compulsory Powers) Regulations 2010' (the 'CA Regulations') can be accommodated within the examination timetable.
- A statement establishing whether the proposed change(s) to the application is expected to result in any new or different likely significant environmental effects. This should include a summary description of those effects and any mitigation proposed.
- Information to establish how the applicant considers the change to the application can be accommodated within the remaining statutory timescales.
- The timescale for the applicant's consultation about the proposed change(s), and the applicant's view on the scope of that consultation, including justification.
- The expected submission date for the 'change application'.

1.2.2 The above information is provided within the following sections of this document.

1.3 Structure of this Document

1.3.1 The remainder of this document is structured as follows:

- **Section 2.0: Proposed Changes** – provides a description of, and the rationale and need for the proposed changes, including justification for making the changes after the DCO Application has been accepted for examination and also identifies the changes to the Order Limits/Land.
- **Section 3.0: Changes to the Environmental Assessments** — identifies where the proposed changes have the potential to alter the assessment of the impacts and effects as reported in the technical chapters of the original Environmental Statement and result in any new or different likely significant environmental effects following an initial appraisal undertaken by the Applicant.
- **Section 4.0: Proposed Consultation** – details of the proposed approach to the consultation for the proposed changes.

- **Section 5.0: Compliance with The Infrastructure Planning (Compulsory Powers) Regulations 2010** – sets out the proposed approach for ensuring compliance with these Regulations.
- **Section 6.0: Indicative Programme** – sets out indicative timescales for making the proposed changes, including the expected submission date for the Change Application, and how this can be accommodated within the Examination timetable.
- **Appendix 1** – contains plans showing the location and extent of the proposed changes and the corresponding Order Limits changes.

2.0 PROPOSED CHANGES

2.1 Introduction

- 2.1.1 Pre-application consultation has been a central feature of the Proposed Development. Commencing in September 2023 there have been two main stages of pre-application consultation (First Consultation – September/October 2023 and Second Consultation – December 2023 to January 2024), followed by additional and targeted consultation between mid-January and early March 2024. Throughout the pre-application stage, the Applicant has sought to provide the local community and other stakeholders with clear information on their proposals and the changes made to them while also taking account of the comments and feedback received. Engagement with landowners on an on-going basis has also been a key part of the Applicant’s pre-application approach, as set out in the Schedule of Negotiations and Powers Sought [APP-026] and the Land Rights Tracker (Application Document Ref. 8.3) submitted alongside this document.
- 2.1.2 The changes now sought to the DCO Application reflect further engineering and design development of the Proposed Development, changes to construction approach and techniques and reductions in the Order Limits and evolution and refinement of the Project, seeks to respond to comments received from Interested Parties (through the Applicant’s on-going engagement with them and in response to their comments in the Relevant Representations), deliver improvements to the Proposed Development, remove optionality, land take and complexity, and therefore (with the exception of the Category D change), reduce its overall impacts. It also reflects on-going discussions with Government on the development of the commercial and economic arrangements that are being put in place to develop the emerging hydrogen market (something recognised as an on-going process in the National Policy Statements) and the East Coast Cluster, ensuring that the most economically efficient, but also flexible, development, is able to be brought forward.
- 2.1.3 Their overall effect would be positive in reducing the potential effects of the Proposed Development, reducing the number of issues to be considered in the early stages of the Examination, and simplifying both the Examination and decision-making processes. They are therefore a net positive to the DCO Application, and should all be able to be brought forward as part of the Examination process.

2.2 Overview of the Proposed Changes

- 2.2.1 The Applicant is proposing 14 changes to the Proposed Development as presented within the DCO Application submitted in March 2024. A brief description of each of the proposed changes and the Work Number (‘No.’) to which they relate within Schedule 1 ‘Authorised Development’ of the draft DCO [APP-027], where relevant, is set out in **Table 2.1** below. The changes are shown on the plans at **Appendix 1**.

Table 2.1: Summary of Proposed Changes

Category 'A' Changes: Engineering/Design Development		
Change No.	Description	Work No.
1	Addition of a second flare stack for Phase 2	Work No. 1A.2
5	Removal of air separation unit from Phase 1	Work No. 1A.1
7	Updates to building dimensions at the Main Site	Work No. 1
9	Removal of an AGI within the Work No. 2B area (no land removed from the Order Limits)	Work No. 2B
Category 'B' Changes: Changes to Construction Approach		
Change No.	Description	Work No.
3	Removal of temporary construction compound at Redcar Bulk Terminal (8.1 hectares removed)	Work No. 9
4	Addition of a temporary construction compound on land at Navigator Terminals (no land added to the Order Limits)	Work No. 9
6	Reduction in plant at temporary construction compounds	Work No. 9
Category 'C' Changes: Other Order Limits Reductions		
Change No.	Description	Work No.
2.A	Reduction at Cowpen Bewley (2.5 hectares removed)	No Work No.
2.B	Reduction at Venator (2.5 hectares removed)	Work Nos. 6A.1 and 6B.1
2.C	Reduction to the east of the Main Site (50.7 hectares removed)	Work No. 3A, 3B.2, 3B.3, 4, 5, 7A and 7B
2.D	Reduction to the west of the Main Site and at the Main Site access point (27.9 hectares removed)	Work No. 6A.1
2.E	Reduction at Lazenby (4.9 hectares removed)	Work Nos. 6A.1 and 9
2.F	Removal of Northern Gas Networks AGI off the A178 Seaton Carew Road (5.3 hectares removed)	Work No. 6B.3

Category 'D' Changes: Order Limits Increases invoking CA Regulations		
Change No.	Description	Work No.
8	Inclusion of additional land for the Natural Gas pipeline (new Work. No. 2C) (1.8 hectares of land added to the Order Limits)	New Work No. 2C

2.3 ExA consideration of the Proposed Changes

2.3.1 Government guidance: 'Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects' (DLUHC, 2024) explains at paragraph 018 general considerations around making changes to an application post-acceptance and factors that the ExA will take into account in deciding whether to accept an application for a change such as whether:

- the changes would mean the project is effectively a different one from that contained in the application;
- the application (as changed) is still of a sufficient standard for examination;
- sufficient consultation on the changed application can be undertaken to allow for the examination to be completed within the statutory timetable; and
- the changes would breach the principles of fairness and reasonableness for parties participating in the examination.

2.3.2 The Planning Inspectorate advice 'Nationally Significant Infrastructure projects: Changes to an application after it has been accepted for examination, 8 August 2024' goes on to say that the ExA will consider whether, following the proposed changes, the project will be substantially the same as the project which was initially applied for and also if the combined impact of a series of incremental changes may collectively result in a materially different project. These factors will be taken into account by the ExA in determining whether the changes would be so substantial as to constitute a materially different project from that which has been submitted.

2.3.3 The proposed changes described herein are not considered, individually or cumulatively to be so substantial or different as to lead to the Proposed Development being different in nature or substance to that for which development consent was originally applied for in March 2024, or which would be so substantial as to constitute a materially different project. The Proposed Development would remain a hydrogen production facility of up to approximately 1.2 GWth lower heating value, including two carbon capture enabled hydrogen units; a hydrogen distribution network and a high pressure carbon dioxide export pipeline for the export of the captured CO₂.

2.3.4 Furthermore, the land requirements and rights within the Order Limits are being reduced (from 507 ha to 406.9 ha) to deliver the same development, and only a limited area of additional land (1.8 ha), pursuant to the CA Regulations, is required relative to the overall land take for the overall project and is localised in nature.

- 2.3.5 Additionally, given the nature and location of the changes in the context of the position of the Proposed Development, the changes will be unlikely to be of wider interest to the public. Whilst changes are proposed adjacent to Cowpen Bewley village, these are to clarify the position already established in response to resident's feedback by removing 'white land' (i.e. plots that are white on the Land Plans [APP-008]) from the Order Limits where no powers were sought and ensure the pipeline is as far as practically possible from the village.
- 2.3.6 It is also considered that the proposed changes would not change the position at Acceptance that the Application is of sufficient standard for Examination.
- 2.3.7 In the rest of this document, the Applicant has set out its proposals for how consultation on these changes can take place and how the proposed changes can be considered as part of the Examination timetable. Given that this notification is being made pre-Examination, it is considered that there will be sufficient time for the changes to be accounted for in the Examination timetable to (a) not put the statutory timetable at risk; and (b) to allow for Interested Parties to have time to scrutinise the proposals, including accounting for the requirements of the CA Regulations.
- 2.3.8 Finally, in considering this point, and mindful of the above Planning Inspectorate advice, it is noted that at this stage, based upon the Applicant's initial assessment of the proposed changes, they are unlikely to result in new or materially different environmental effects (see below).
- 2.3.9 The proposed changes are explained in more detail below, including the rationale and justification for each change. The location and extent of the proposed changes and the corresponding updates to the Order Limits are shown on the plans at **Appendix 1**. These show the land being removed from the Order Limits (as per the DCO Application submitted in March 2024) shaded in green, additional land that it is proposed to include in the Order Limits (Change 8) shaded in blue and the proposed extent of Order Limits outlined in red. The plans comprise a Key Plan and Sheets 1 to 11 showing the changes in more detail.
- 2.3.10 Section 3.0 of this document considers the assessment of the impacts and effects as reported in the technical chapters of the original Environmental Statement ('ES') [APP-051 to APP-225] in light of the proposed changes and provides the Applicant's initial view as to whether new or different likely significant environmental effects are expected to arise.

2.4 Description and rationale of the Proposed Changes

Change 1 – Addition of second flare stack for Phase 2 (Work No. 1A.2) – Category 'A'

- 2.4.1 As part of the works for Phase 1 of the Hydrogen Production Facility a flare was proposed within the Main Site (the 'Phase 1 flare') (Work No. 1A.1).
- 2.4.2 During the period of March 2024 to June 2024 further engineering studies and on site engagement has enabled the design of the Hydrogen Production Facility to be refined. A second flare is now proposed as part of Phase 2 of the Proposed

- Development. The second flare would also be located within the Main Site (Work No. 1A.2).
- 2.4.3 The second flare would perform the same function as the Phase 1 flare described in ES Chapter 4 'Proposed Development' [APP-056] paragraph 4.3.10, albeit to serve Phase 2 of the Proposed Development. The second flare would also be designed within the same maximum parameters as the Phase 1 flare, which are presented in ES Chapter 4 Table 4-1 and assessed in the ES, namely a maximum above ordnance datum ('AOD') height of 108 m and minimum AOD height of 73 m, maximum platform diameter of 4 m and maximum flare stack diameter of 1 m.
- 2.4.4 This second flare will produce the same emissions concentration as the first flare (as with Phase 1, this flaring relates to releases from the Hydrogen Production Facility during an emergency) , and as such, the total emissions from flaring associated with the Proposed Development will double those as reported in the original ES. The uses of this flare are the same as those for the single flare already assessed in the original ES i.e.
- start up: to include pilot and flare operating as in emergency scenarios;
 - normal operation: pilot and purge only; and
 - emergency: emergency flare operation.
- 2.4.5 This change will not alter the Order Limits as shown in the DCO Application submitted in March 2024 as it is accommodated within the Main Site.
- Change 2.A – Reduction at Cowpen Bewley (no Work No.) – Category 'C'
- 2.4.6 The proposed change seeks to remove two parcels of land from the Order Limits. The two parcels of land are located to the north and east of Cowpen Bewley village Lane and are adjacent to the proposed Hydrogen Distribution Network Pipeline corridor leading to the Cowpen Bewley natural gas Above Ground Installation ('AGI') (Work No. 6A.2).
- 2.4.7 It should be noted that no works were proposed at this location (which is why the two parcels do not form part of a work area and are white on the Land Plans [APP-008]) nor are any powers sought in the Order as submitted.
- 2.4.8 The proposed change will result in a reduction of 2.5 ha in the Order Limits, with the Order Limits following the boundary of Work No. 6A.2.
- Change 2.B – Reduction at Venator Work Nos. 6A.1 and 6B.1) – Category 'C'
- 2.4.9 This change will reduce the Order Limits at the terminus of the Greatham branch of the Hydrogen Distribution Network Pipeline corridor, which comprises work areas for the pipeline corridor (Work No. 6A.1) and the AGI it connects into (Work No. 6B.1).
- 2.4.10 This change is a result of design refinement and discussions with the landowner, Venator, to minimise impact on its operational plant.
- 2.4.11 The proposed change will result in a reduction of 2.5 ha in the Order Limits.

Change 2.C – Reduction to east of the Main Site (Work Nos. 3A, 3B.1, 3B.3, 4, 5, 7A and 7B) – Category ‘C’

- 2.4.12 The proposed change involves the removal of land to the east of the Main Site which is part of the Net Zero Teesside (‘NZN’) Project’s Main Site, also known as the Power Capture and Compression (‘PCC’) Site. The change will reduce the proposed works areas for the electrical, gas and water connection corridor (Work Nos. 3, 4, 5 and 7).
- 2.4.13 This change is a result of design refinement and discussions with NZN Power (operator of the consented NZN power station) and Net Zero North Sea Storage also known as the Northern Endurance Partnership (‘NEP’ – operator of the carbon dioxide transport and storage network) on interface engineering covering various connections between the projects. The result of these discussions is that there is now a greater certainty with regards to final connection points, enabling a corresponding reduction in land take from the NZN site.
- 2.4.14 The proposed change will result in a reduction of 50.7 ha in the Order Limits.

Change 2.D – Reduction to the west of the Main Site and around the Main Site access point (Work No. 6A.1) – Category ‘C’

- 2.4.15 The proposed change involves a reduction of the Order Limits in two locations.
- 2.4.16 The first comprises the removal of a parcel of land adjacent to the west of the Main Site (and east of Redcar Bulk Terminal). This will result in a small reduction in the Hydrogen Distribution Network Pipeline corridor (Work No. 6A.1).
- 2.4.17 The second involves removing land located around the Steel House Gate roundabout on the A1085 Trunk Road. This will also reduce the extent of the work area for the Hydrogen Distribution Network Pipeline corridor (Work No. 6A.1). As a result, the Order Limits will more closely follow the alignment of the existing roads at this location.
- 2.4.18 This change is a result of engineering design refinement where the Hydrogen Distribution Network Pipeline routing and construction corridor has been further reduced from that presented in the DCO Application. This has also been brought forward as a result of easement corridor discussions with Teesworks enabling more certainty with regards to pipeline routing and construction corridors.
- 2.4.19 The proposed change will result in a reduction of 27.9 ha in the Order Limits.

Change 2.E – Reduction at Lazenby (Work Nos. 6A.1 and 9) – Category ‘C’

- 2.4.20 The proposed change will reduce the Order Limits at two locations within the Wilton International Site near Lazenby.
- 2.4.21 To the north the extent of the proposed work area for the Temporary Construction Compound (Work No. 9) will be reduced and part of the internal road will no longer form part of the Order Limits.
- 2.4.22 To the south of the Wilton International Site, two parcels of land will be removed from the Order Limits to the north and south of an internal access road to reduce

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- the extent of the work area for the Hydrogen Distribution Network Pipeline corridor (Work No. 6A.1).
- 2.4.23 These changes are a result of refinement in construction methodology following discussions with relevant stakeholders including Anglo American.
- 2.4.24 The proposed change will result in a reduction of 4.9 ha in the Order Limits.
- Change 2.F - Removal of Northern Gas Networks AGI off the A178 Seaton Carew Road (Work No. 6B.3) – Category ‘C’
- 2.4.25 Three options were included in the DCO Application for connection into gas networks to facilitate blending of hydrogen with natural gas and connection to Project Union. These are (1) the National Gas Grid AGI near Billingham; (2) the Northern Gas Network natural gas AGI at Cowpen Bewley; and (3) the Northern Gas Networks AGI off the A178 Seaton Carew Road.
- 2.4.26 Further engineering and commercial work with Northern Gas Networks has resulted in the conclusion that the Northern Gas Networks AGI is not technically or commercially suitable for blending meaningful volumes of hydrogen into the gas network nor a connection to Project Union and as result the AGI for connection into Northern Gas Networks pipeline off the A178 Seaton Carew Road is proposed to be removed from the DCO Application.
- 2.4.27 Also as a result of this change, drilling adjacent to the Special Protected Area (‘SPA’) to reach the new AGI is no longer required at this location.
- 2.4.28 The proposed change will result in a reduction of 5.3 ha in the Order Limits.
- Change 3 – Removal of temporary construction compound at Redcar Bulk Terminal (Work No. 9) – Category ‘B’
- 2.4.29 The Temporary Construction Compound (Work No. 9) at RBT is no longer required for the Proposed Development. It was intended to use this area as a working space for unloading pre-constructed modules from ships to transfer them to the Main Site. Following further review, it is considered that this is not now necessary because the modules could be directly transferred to the Main Site and stored there. This has also been discussed and agreed in interface meetings with RBT.
- 2.4.30 The proposed change will result in a reduction of 8.1 ha in the Order Limits.
- Change 4 – Addition of temporary construction compound on land at Navigator Terminals (Work No. 9) – Category ‘B’
- 2.4.31 A new temporary construction compound is proposed on land owned by Navigator Terminals to be added to the Proposed Development as part of Work No. 9. This will be located in Plot 11/24 shown on the Land Plans, Sheet 11 [APP-008]. This land is located on the north bank of the River Tees and will primarily act as a Temporary Construction Compound to support Horizontal Directional Drilling (‘HDD’) works for Work No. 6A.2 underneath the Tees. This change does not require any changes to the Order Limits.
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2.4.32 This construction compound has been added to enable to the Proposed Development to leverage synergies with the NZT Power and NEP projects. The construction compound has also been discussed with Navigator Terminals and the principle of its use has been agreed.

2.4.33 The proposed change does not involve any change to the Order Limits, and only affects Plot 11/24.

Change 5 – Removal of air separation unit from Phase 1 (Work No. 1A.1) – Category ‘A’

2.4.34 The air separation unit (‘ASU’) was proposed as potentially required ancillary infrastructure for the compression and separation of air. It is no longer required for Phase 1, however, the ASU is still required for Phase 2. During Phase 1, oxygen and nitrogen will be sourced from a nearby supplier, which will remove the requirement for an on-site ASU and on-site liquid storage. Removing the ASU will lead to a reduction in power required for Phase 1, from approximately 70 MW to 40 MW.

The change will not alter the Order Limits.

Change 6 – Reduction in plant at temporary construction compounds (Work No. 9) – Category ‘B’

2.4.35 The number of plant required has been reduced at several of the temporary construction compounds, and the on-time performance of equipment for some activities, such as the Diesel Water Pump (change to 50% on-time) and Road Sweeper (change to 50% on-time), has decreased, which changes the assumptions assessed in the original ES (and matters secured pursuant to the Framework CEMP [APP-043]).

2.4.36 These changes result from further consideration of the likely construction methodologies and the ‘reasonable worst case’ scenario presented in the ES. It is considered that not all plant will be present at each of the temporary construction compounds at the same time; instead, they will be concentrated at the Main Site compound (Work No. 9). The list of plant which will be limited to the Main Site only includes:

- Tracked Excavator (22 & 25 tonne).
- Batching Plant.
- Breaker mounted on Wheeled Backhoe.
- Tracked Crusher.
- Cement Mixer Truck.
- Truck-mounted Concrete Pump.
- Tracked Mobile Crane (100 tonne).
- Cherry Picker.
- Fuel Tanker.

- Water Tanker with Vacuum Pump.

Change 7 – Updates to dimensions of CO₂ Absorber Column (Work No. 1) – Category ‘A’

- 2.4.37 The height of the CO₂ Absorber has changed to reflect design development, with the maximum height increasing from 48 m to 51 m above ground level, or 59m Above Ordnance Datum (‘AOD’).
- 2.4.38 Additionally, following design development, the height of Flash Vessels has increased from a maximum of 58 to 73 m AOD (65 m above ground level) in both phases. Emissions assumptions remain unchanged.
- 2.4.39 The change will not alter the Order Limits.

Change 8 – Inclusion of additional land for the National Gas Pipeline (new Work No. 2C) – Category ‘D’

- 2.4.40 The Applicant is looking to utilise an existing natural gas pipeline to import its natural gas. This natural gas pipeline is currently moth-balled and plans are in place to bring it back to service. The pipeline will be classified as an independent gas delivery network meaning that each of the users will need to secure their own relevant land rights to legally enable the import of natural gas.
- 2.4.41 The Applicant is in commercial discussions for a Gas Transportation Agreement to commercially secure the import of natural gas and the land rights being pursued by this change are being sought to enable this from a land rights perspective.
- 2.4.42 The proposed change involves an additional 1.8 ha of land being added to the Order Limits and engages the CA Regulations as discussed below.

Change 9 - Removal of an AGI from the Work No. 2B area (Work No. 2B – Category ‘A’

- 2.4.43 An AGI has been removed from the scope of the Proposed Development following engineering interface discussions with the relevant stakeholders including Anglo American and NZT Power.
- 2.4.44 The change will not alter the Order Limits.

3.0 POTENTIAL CHANGES TO THE ENVIRONMENTAL ASSESSMENTS

3.1 Introduction

- 3.1.1 At this stage, the Applicant considers that the findings of the environmental assessments reported in the DCO Application are unlikely to substantially alter as a result of the proposed changes and no materially new or materially different environmental effects are expected to arise. This is based on a preliminary environmental assessment that has been undertaken, which is set out in **Table 3.1** below.
- 3.1.2 This will be reported on in full within the change application/request when it is submitted.
- 3.1.3 As Change 8 only involves seeking additional powers over an existing natural gas pipelines, as opposed to any new construction, it is not considered that it would have any implications for the environmental assessments set out in the original ES. Change 8 has not therefore been considered within Table 3.1

Table 3.1: Screening of Environmental Assessments for Proposed Changes

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
Nutrient Neutrality Assessment [APP-047]	Treated process water discharges to Tees Bay will not change as a result of the changes. Minor changes in drainage on the Main Site to accommodate changes in building dimensions (Change 7) and reduction in the Main Site area (Change 2.C and 2.D) will not affect the assessment of nutrients from surface water runoff overall. As such, no changes have been identified that will have the potential to change the nutrient neutrality assessment.
Water Framework Directive Assessment [APP-048]	No changes have been identified that will result in deterioration or prevention of future improvement to Water Framework Directive water bodies in the study area, provided that the mitigation outlined within the DCO application is adopted. As such, there will be no change to the Water Framework Directive Assessment.
Flood Risk Assessment [APP-192]	None of the changes will lead to changes to the conclusions of the Flood Risk Assessment.
Report to inform Habitats Regulations Assessment [APP-040]	The Applicant will submit an updated Report to inform Habitats Regulations Assessment ('HRA') alongside the Change Application such that they can be considered properly within the structure of that document, alongside dealing with concerns raised by Natural England in its Relevant Representation. However, at this stage it is considered that none of the changes are likely to lead to new Adverse Effects on Integrity being reported and indeed, it is anticipated that the Category B and C changes are likely to be beneficial in terms of reducing noise emissions close to the European Sites.
ES Chapter 8 Air Quality [APP-060]	<p>All changes have been reviewed. Changes 4 and 6 do not change the outcomes of the assessment.</p> <p>All of Changes 2 and Changes 3 and 9 will slightly reduce the risk of dust impacts, but not enough to change the conclusion of the risk assessment.</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>Changes 1 and 5 add an additional emission source on site and impact the source release locations and potential building downwash effects. This is likely to make minor changes to the quantitative assessment of the operational phase of the Proposed Development, but not sufficient to change the conclusions of the assessment.</p> <p>Change 7 will slightly increase building downwash but not enough to make a material change to the conclusion of the assessment. The revised building height will be included in modelling submitted as part of the environmental permit application to the Environment Agency.</p>
<p>ES Chapter 9 Surface Water, Flood Risk and Water Resources [APP-061]</p>	<p>It is considered that none of the changes will result in modifications to the impacts previously assessed during the construction, operational or decommissioning stages. Drainage arrangements to accommodate changes in the building dimensions (Change 7) will be captured within the Detailed Surface Water Drainage Strategy which is a requirement of the DCO, and again will not result in any change to the assessment presented in the original ES.</p> <p>The reduction in the Main Site area (Changes 2.C and 2.D) is likely to reduce surface water runoff volume, which will be discharged to Tees Bay. However, this will not lead to a change in water quality in Tees Bay, based on previous modelling (see ES Appendix 9B), and so there will be no change to the assessment outcomes.</p>
<p>ES Chapter 10 Geology, Hydrogeology and Contaminated Land [APP-062]</p>	<p>None of the changes will result in modifications to the impacts previously assessed during the construction, operational or decommissioning stages as they do not involve any extension of groundworks for the Proposed Development.</p>
<p>ES Chapter 11 Noise and Vibration [APP-063]</p>	<p>Change 1, all of Change 2 and Changes 5, 7 and 9 are not expected to adversely change the outcomes of the assessment. This is either because they do not affect the noise and vibration affects predicted in the original ES or they will lead to positive changes where construction works have moved further from noise sensitive receptors ('NSRs').</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>Change 4 is expected to result in a negative change for NSR H4 due to the distance from the proposed closest compound site changing from 1,307 m in the original ES to 37 m. The closer proximity of NSR H4 to the closest construction compound sees the construction noise prediction for the Main Site and compounds for predicted free-field noise level for daytime construction activity from 50 to 75 dB $L_{Aeq, 12h}$ (Negligible to Minor).</p> <p>Initial modelling of Change 4 indicates a small negative change in quantitative noise levels for NSR H4 due to the distance from the proposed closest compound site changing from 1,307 m in the original ES to 37 m. The closer proximity of NSR H4 (Seal Sands offices) to the closest construction compound sees the construction noise prediction for the Main Site and compounds for predicted free-field noise level for daytime construction activity increase from 50 to 75 dB $L_{Aeq, 12h}$ (Negligible to Minor). This change is not sufficient to lead to a change in the conclusions of the assessment of effects to this receptor.</p> <p>Changes 3 and 6 are expected to lead to positive change due to a reduction in construction activities and locations .</p>
<p>ES Chapter 12: Ecology and Nature Conservation (including aquatic ecology) [APP-064]</p>	<p>Change 1 could lead to changes in air quality, potentially affecting designated sites and habitats within the Zone of Influence. The impact of changes in air quality on ecological receptors, either alone or cumulatively, is assessed in the Air Quality section. As reported above for ES Chapter 8 'Air Quality', this is likely to make minor changes to the quantitative assessment of the operational phase of the Proposed Development, but not sufficient to change the conclusions of the assessment, and therefore also the ecological assessment.</p> <p>All of Change 2 influences the types of habitats impacted.</p> <ul style="list-style-type: none"> • Reductions at Cowpen Bewley will decrease the loss of improved and poor semi-improved grassland, habitats deemed of negligible importance.

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<ul style="list-style-type: none"> ● The reduction at Venator will decrease the loss of neutral semi-improved grassland, swamp, and amenity grassland. The semi-improved grassland and swamp are part of a coastal and floodplain grazing marsh priority habitat of district importance. ● The reduction to the east of the Main Site will decrease the loss of ephemeral/short perennial vegetation, bare ground, and neutral semi-improved grassland, all of which contribute to open mosaic habitat on previously developed land, also of district importance. ● The reduction to the west of the Main Site will decrease the loss of bare ground, which is of negligible importance. This change will also reduce noise and visual disturbance at Bran Sands Bay. ● The reduction at the main site access point will decrease the loss of neutral semi-improved grassland of local importance and bare ground of negligible importance. The reduction at Lazenby will reduce the loss of open mosaic habitat, which is of district importance. ● The reduction at Saltholme will decrease the loss of poor semi-improved grassland, habitats deemed of negligible importance. <p>Change 3 will result in a reduction in the loss of bare ground of negligible importance. This change will also reduce noise and visual disturbance at Bran Sands Bay.</p> <p>Changes 4, 5, 7 and 9 will not result in any changes to the ecological assessment.</p>
ES Chapter 13: Ornithology [APP-065]	<p>Change 1, all of Change 2 and Changes 4, 5, 7, and 9 are expected to result in no change to the outcomes assessed in the original ES. This is because they either do not impact the key ornithological features assessed or are situated further away from them. Additionally, the predicted noise levels remain below the significance threshold where important ornithological features regularly occur, as assessed in the original ES.</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>All of Change 2 and Changes 3 and 6 are anticipated to result in a positive change to the outcomes presented in the original ES. Change 3 leads to a predicted 10dB decrease in construction noise impacts on important bird species that use Bran Sands Bay, following the removal of the Redcar Bulk Terminal Temporary Construction Compound. However, it is worth noting that the original ES proposed mitigation measures to reduce the predicted noise impact to a level that is not significant in any event.</p> <p>Change 6 leads to a positive reduction in noise and visual impacts on important bird species due to the decrease in the number of plants using temporary construction compounds. However, it does not change the significance of effects previously reported.</p>
<p>ES Chapter 14 Marine Ecology [APP-067]</p>	<p>None of the proposed changes are expected to result in changes to the impacts previously assessed.</p> <p><u>Construction phase</u></p> <p>The changes to the construction phase of the Proposed Development (Changes 3, 4, 6, 9) have been considered, however, they are not expected to result in modifications to the marine ecology impact pathway conclusions.</p> <p>Reductions in the Order Limits (all of Change 2) do not fall within the marine environment and therefore will not result in any additional habitat loss or gain.</p> <p>Changes to the Proposed Development, which have the potential to decrease airborne sound production during the construction phase include the removal of the RBT temporary construction compound for construction activities (although modular unloading will still occur there) (Change 3) and the addition of the Temporary Construction Compound at Navigator Terminals (Change 4). These changes could affect seals hauled-out at Seal Sands. Initial modelling indicates that this leads</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>overall to an increase in the unweighted SEL from 97 dB to 109 dB. However, despite an increase in the SEL, the airborne sound production is still considered to be equal to ambient sound levels (127 dB), resulting in no change to the overall assessment.</p> <p>Therefore, there are considered to be no changes to the conclusions of the original construction impact pathway assessments for marine ecology. The proposed mitigation measures would still be applicable and effective to mitigate effects to ensure no likely significant effects arise under the current changes to the Proposed Development.</p> <p><u>Operation</u></p> <p>The operation phase changes are not expected to result in a change in the conclusions of any impact pathways originally assessed. The changes, such as the addition of a second flare (Change 1) may result in small increases in emissions, but are not considered to result in changes to the air quality matters considered in Chapter 14: Marine Ecology. Therefore, for marine ecology, these changes have not been considered further.</p>
ES Chapter 15 Traffic and Transport [APP—068]	<p>The changes have been reviewed and Change 1, all of Change 2, and Changes 5, 6, 7 and 9 do not alter the outcome of the assessment.</p> <p>Change 3 and Change 4 will result in overall changes to traffic volumes both north and south of the River Tees, but not of a sufficient volume to change the conclusions of the original ES.</p>
ES Chapter 16 Landscape and Visual Amenity [APP-069]	<p>The changes have been reviewed and all of Change 2 and Changes 5 and 6 do not alter the outcome of the assessment as the changes comprise minor reductions to the Order Limits, construction activities, and dimensions of proposed buildings.</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>For Change 1, the introduction of a second flare will add a further detracting element into the view, which will be visible across the Study Area. However, the additional visible flare sits within the already industrial landscape of the site and does not change the character of the view.</p> <p>Change 3 comprises the removal of the RBT Temporary Construction Compound, which would otherwise have been visible from representative viewpoint locations to the north of the Proposed Development.</p> <p>Change 4 comprises the addition of the Temporary Construction Compound on land at Navigator Terminals which may be visible from some of the representative viewpoint locations. However, this is again within an already heavily industrialised setting, in this case on the north bank of the River Tees.</p> <p>For Change 7, the increased height of the flash vessel will make it slightly more noticeable across the Study Area. However, since the flash vessel is situated within the existing industrial landscape of the site, and landscape contains other existing tall vertical features, it does not alter the overall character of the view.</p> <p>Change 9 comprises the removal of an AGI, which would otherwise have been visible from representative viewpoint locations to the north of the Proposed Development.</p> <p>None of these changes are considered sufficient to change the conclusions of the overall LVIA assessment.</p>
<p>Chapter 17 Cultural Heritage [APP-070]</p>	<p>The changes have been reviewed and all of Change 2 and Changes 3, 5, 6, 7 and 9 will not alter the impacts previously assessed during the construction, operational or decommissioning phases. In all instances, these changes will reduce or maintain the overall footprint of the Proposed Development but will not change the assessment of effects on cultural heritage assets.</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>For Change 1, the introduction of a second flare could be visible from the nearby grade II listed buildings of Marsh Farmhouse and Westfield House (NHLE 1159837), Marsh Farmhouse and Cottage (NHLE 1160308), garden wall (NHLE 1139619) and stable and barn (NHLE 1139620). However, the Chapter 17 Cultural Heritage [APP-070] has already demonstrated that the Main Site does not form part of the setting of these assets and thus does not contribute to their significance. The introduction of a second flare will not change the reported impacts to any heritage assets.</p> <p>Change 4 comprises the addition of the temporary construction compound on land at Navigator Terminals which will not impact any designated assets through changes to their setting. Furthermore, as the compound will be situated on reclaimed land, there is no potential for previously unrecorded archaeological remains to be impacted by the proposed works.</p>
ES Chapter 18 Socio-economics and Land Use [APP-071]	None of the changes will result in modifications to the impacts previously assessed during the construction, operational or decommissioning stages. As a result of this, the changes do not lead to a modification of the assessment of effects on socio-economics.
ES Chapter 19 Climate Change [APP-072]	<p>All changes except Change 1 result in positive impact to climate assessments during the construction, operation and decommissioning of the Proposed Development. The current assessment therefore represents a worst-case-scenario.</p> <p>Change 1 will lead to the introduction of two flares instead of one flare, however the uses are the same as assessed in the ES, and any increase would be relatively immaterial to the overall assessment (flare pilot emissions were less than 1% of operational emissions). Any increase is far exceeded by the benefits of the reduction in emissions from electricity demand reducing from 70MW to 40MW as per Change 5.</p> <p>All of Change 2 and Changes 3, 6 and 9 will have a beneficial impact on the assessment, meaning the original assessment remains a worst case scenario.</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
	<p>Change 4 and 7 are not expected to have a material impact on the construction or operation emissions in the ES assessment. Emissions from construction compounds (Change 4) were assessed using benchmark figures which remain applicable. Emissions from the Flash Vessels (Change 7) remain unchanged.</p>
<p>ES Chapter 20 Major Accidents and Disasters [APP-073]</p>	<p>Change 1 will lead to the introduction of two flares instead of one flare. An individual bespoke flare for each phase would be beneficial by routing gas to be flared to two locations thereby minimising the volume in the either system.</p> <p>None of Change 2 or Changes 3,4, 6 and 7 will result in modifications to the impacts previously assessed during the construction, operation or decommissioning stages.</p> <p>Change 5 – the removal of the air separation unit from Phase 1 is beneficial to the Proposed Development as it removes a hazard associated with storing liquid O₂ on the site during Phase 1.</p> <p>Change 7 – As the vessel will be designed as per ALARP with best design, it is expected that there would be no changes to the impacts previously assessed during the construction, operation, or decommissioning stages.</p>
<p>ES Chapter 21 Materials and Waste Management [APP-074]</p>	<p>None of the changes will result in modifications to the impacts previously assessed during the construction and operational stages – therefore, they do not change the assessment of effects on materials and waste management.</p>
<p>ES Chapter 22 Human Health [APP-075]</p>	<p>None of the changes will result in modifications to the impacts previously assessed during the construction, operational or decommissioning stages, particularly in light of the conclusions of the air quality and noise assessments above. As a result of this, the changes do not lead to a modification of the assessment of effects on human health.</p>

ES CHAPTER / STANDALONE DOCUMENTS	RATIONALE
ES Chapter 23 Cumulative and Combined Effects [APP-076]	The results of the Cumulative Assessment are anticipated to be no worse than initially reported due to no individual environmental topic chapters reporting new likely significant effects.

4.0 PROPOSED CONSULTATION

4.1 Introduction

4.1.1 The Applicant intends to carry out a consultation on the proposed changes to ensure that key stakeholders, including Interested Parties and the local community are aware of the changes and have the opportunity to make comments and representations on them in advance of the submission of the change application/request. This will include those who are potentially impacted by the changes.

4.1.2 The Applicant wishes to seek the views of the ExA, through this document, as to the need, scope and nature of the proposed consultation exercise. The Applicant's proposed consultation activities are outlined below.

4.2 Consultation activities

4.2.1 In advance of the consultation the Applicant proposes to contact the three host local authorities (Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council and Hartlepool Borough Council) to advise them of the proposed consultation timescales and anticipated date for the submission of the change application/request.

4.2.2 At the beginning of the consultation period, the Applicant will notify Interested Parties and other stakeholders such as local authorities, statutory undertakers and affected and potentially affected landowners of the proposed changes. Those consulted will be the same as those notified of the Application pursuant to Section 56 of the PA 2008 subject to any changes or updates to the Section 56 notification list since May 2024. A letter will be sent to these stakeholders including a link to the information on the proposed changes, including the Change Notification document and plans, and providing details of how to submit comments/feedback and a date by which to do so.

4.2.3 The Applicant will also consult the local community on the proposed changes by issuing a letter or leaflet to people living within the Inner Consultation Zone defined in the Statement of Community Consultation and used for the First and Second Consultations on the Proposed Development. The letter will provide a summary of the proposed changes and confirm how people can access information on the changes, the channels through which comments/feedback can be submitted and the date by which they must do this.

4.2.4 The following information will be published on the Applicant's website during the consultation period:

- A consultation document outlining the proposed changes.
- A plan showing the location of the changes.
- A feedback form.
- The Change Notification document and plans.

-
- 4.2.5 In addition, the Applicant will arrange for digital copies of the information provided as part of the consultation to be made available to view free of charge at three inspection locations within the vicinity of the Proposed Development (Redcar Library, Stockton Library and Hartlepool Civic Centre) throughout the consultation period. These inspection locations were used for the purpose of providing access to information on the Proposed Development during the pre-application consultation and pursuant to the Section 56 notifications.
- 4.2.6 The Applicant will publicise the consultation through notices in the national and local press, including the Times, London Gazette, Lloyds List and Fishing News and the Northern Echo, Teesside Gazette and Darlington and Stockton Times (which circulate within the vicinity of the Site). The notices will be published for one week.
- 4.2.7 The Applicant will also arrange for site notices to be erected around the Order Limits.
- 4.2.8 The newspaper notices and site notices will provide information on the consultation, including how to access information on the proposed changes, how to submit comments/feedback and the date by which to do so.
- 4.2.9 The consultation will be publicised through the project website. All of the consultation information will be made available on the project website.
- 4.2.10 People will be able to submit comments and feedback by Freepost and a dedicated project email address. A phone number will also be provided for people to contact the project team and request hard copies of the consultation information.
- 4.2.11 As set out in Section 6.0, the Applicant will provide a minimum period of 30 days from the publication of the last newspaper notice for the submission of comments and feedback. Comments received after this period may not be considered ahead of the change application/request being submitted.
- 4.3 Consultation Report**
- 4.3.1 A Consultation Report will be submitted as part of the change application/request, confirming who has been consulted in relation to the proposed changes and how they were consulted in accordance with PINS' Advice. The Consultation Report on the changes will also set out how the responses received have been considered.
- 4.3.2 Redacted copies of any consultation responses received will also be included as an appendix to the Consultation Report.

5.0 COMPLIANCE WITH THE INFRASTRUCTURE PLANNING (COMPULSORY ACQUISITION) REGULATIONS 2010

- 5.1.1 As explained earlier in this document, the Applicant is proposing to make changes to the Order Limits/Order Land. For the Category D change (Change 8), this involves the proposed provision (for the purposes of the CA Regulations) of new land over which the Applicant is proposing to exercise powers of compulsory acquisition of rights (the 'Additional Land').
- 5.1.2 The Applicant is endeavouring to obtain consent from all persons with an interest in the Additional Land to the inclusion of the proposed provision within the DCO documentation. However, given the complicated position in and around the relevant land, the Applicant proposes that a precautionary approach is taken that not all consents may be able to be obtained. It therefore intends that the CA Regulations should be applied to the Category D change.
- 5.1.3 In the first instance, this will mean that the documents required by Regulation 5 of the CA Regulations will be submitted alongside the Change Application for the ExA's consideration. If then accepted by the ExA pursuant to Regulation 6 of the CA Regulations, the Applicant will then comply with the requirements of Regulations 7 to 9 of the CA Regulations.

6.0 INDICATIVE PROGRAMME

6.1.1 In accordance with the Planning Inspectorate advice on making changes to applications post-acceptance, this section sets out the Applicant's proposed programme for the submission and consideration of the Change Request/Application as part of the Examination, as set out below: .

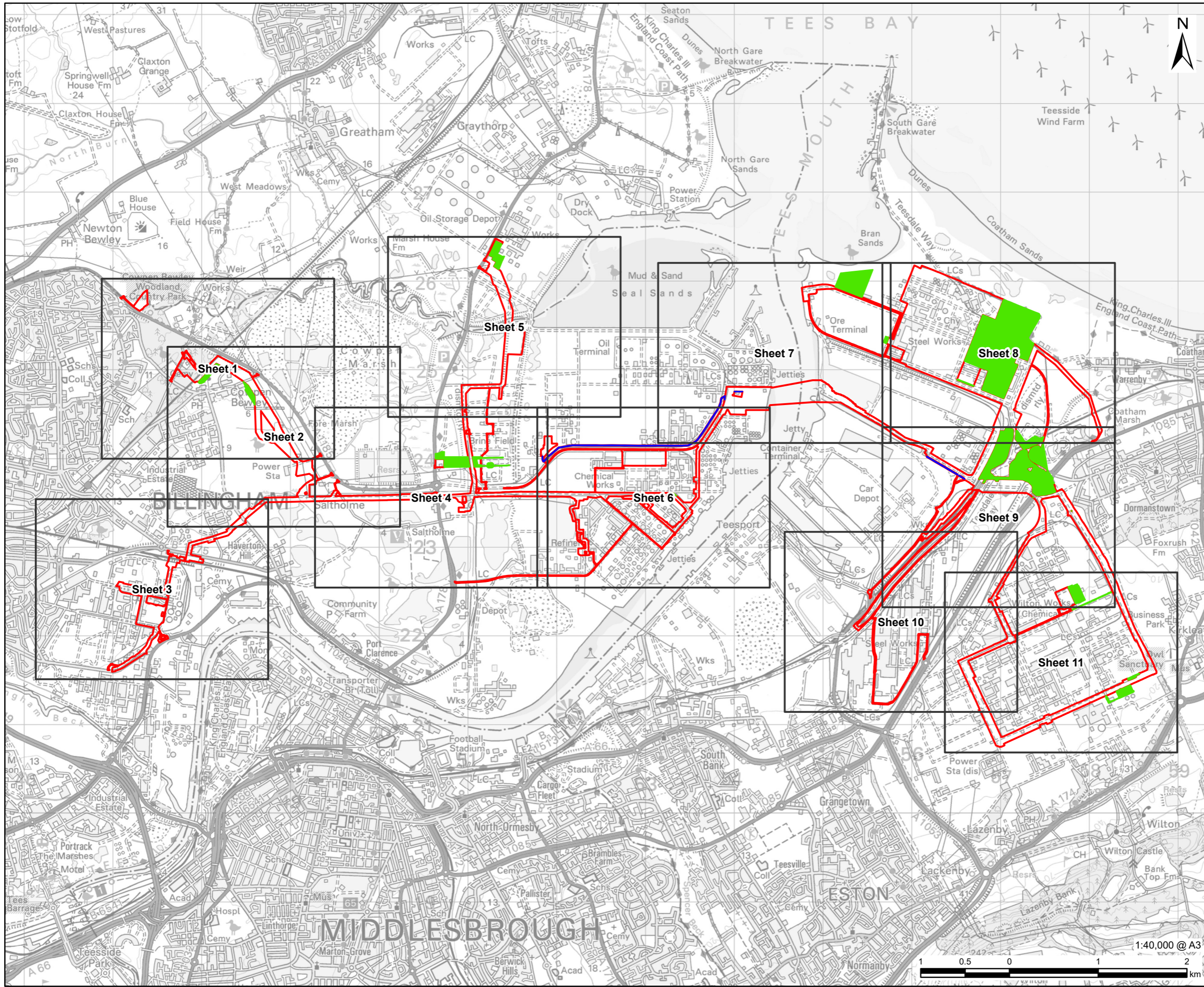
- **Step 1** – Change Notification submitted to ExA – 15 August 2024.
- **Step 2** – ExA provides advice – by 2 September 2024: The Applicant appreciates that given the Agendas set out in the Rule 6 letter for the Preliminary Meeting and ISH1 that it is likely the ExA would want to discuss the proposed changes, so anticipates it would be after these hearings that the ExA would provide advice, but would also welcome this being done by 2 September to enable submission of the Change Application to best align with the rest of the Examination timetable.
- **Step 3** – Consultation begins – 6 September 2024: this is the date the final newspaper notice publicising the proposed changes would be published.
- **Step 3** – Consultation ends – 7 October 2024: this is a minimum of 30 days after the publication of the last newspaper notice.
- **Step 4** – Change Application submitted to ExA – 16 October: this will include the documentation required by Regulation 5 of the CA Regulations in respect of the Category D change.
- **Step 5** – ExA decision on whether to accept the changes including the Category D change pursuant to Regulation 6 of the CA Regulations: at the ExA's discretion but the Applicant would welcome this by being 23 October to enable the next steps to take place to fit to the Examination timetable.
- **Step 6** – Category D change notification date and receipt of letters pursuant to CA Regulations 8 – 1 November 2024: this is the date the final newspaper notice would be published.
- **Step 7** – End of CA Regulations Relevant Representations period – 29 November 2024: 28 days from the day after the day the last newspaper notice is published.
- **Step 8** – Applicant commits to submitting CA Regulations Regulation 9 Certificate – by 3 December 2024 at the latest to allow for the following steps to take place.
- **Step 9** – CA Regulations Regulation 11 – ExA Initial Assessment of Issues and confirmation of Timetable – 9 December. In the Applicant's view a Regulation 11 'Meeting' is unlikely to be required given the nature of the changes and the Applicant's on-going engagement with the Affected Persons.

Steps 10 and 11 – CA Regulations Written Representations Date and CA Regulations Regulation 14/15 Hearings – January Hearings dates (please see the Applicant's Written Submissions to the Rule 6 letter submitted alongside

this Change Notification for the Applicant's comments on the date for these Hearings). A Procedural Decision by 9 December would fit with the Applicant publishing a Hearings notice by 14 December, catering for either Hearing date scenario.

If the Hearings are moved to week commencing 13 January 2025, then the CA Regulations Written Representations date could be any date in the week commencing 6 January (being more than 21 days from 9 December). If the hearing dates are not able to be moved, then the Applicant would suggest that the Written Representations date to be 6 or 7 January 2025, with any CA Regulations Hearing to be held later in that same week.

APPENDIX 1: PROPOSED CHANGES PLANS – KEY PLAN & SHEETS 1 TO 11



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- Additional Land
- Land Removed
- Detailed Sheet Number



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APPLICATION REFERENCE

H2T_August24_DCO_ChangeNotification

ISSUE PURPOSE

FOR DCO APPLICATION

PROJECT NUMBER

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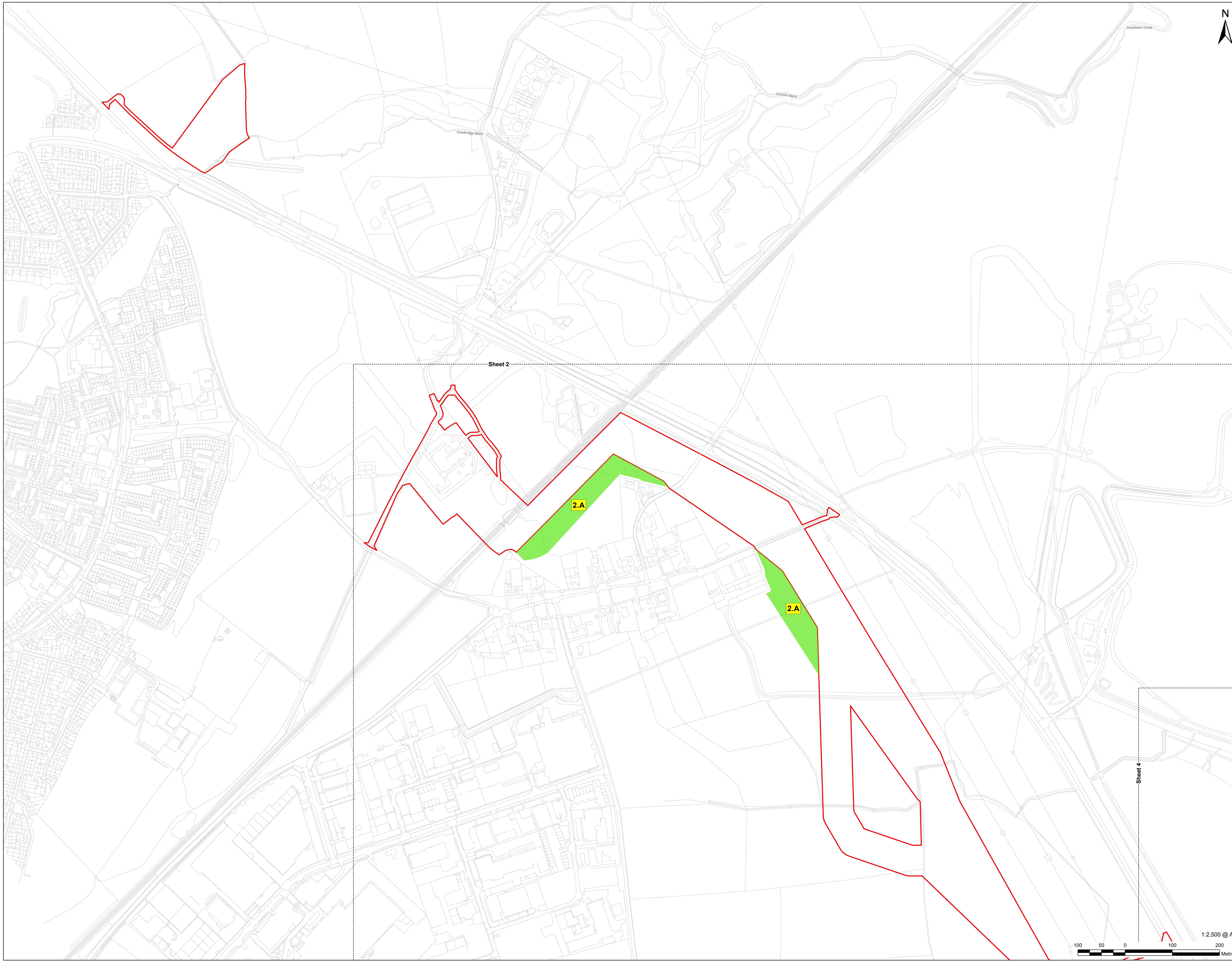
DRAWING TITLE

Notification of Proposed Changes
Detailed
Key Plan

SHEET NUMBER

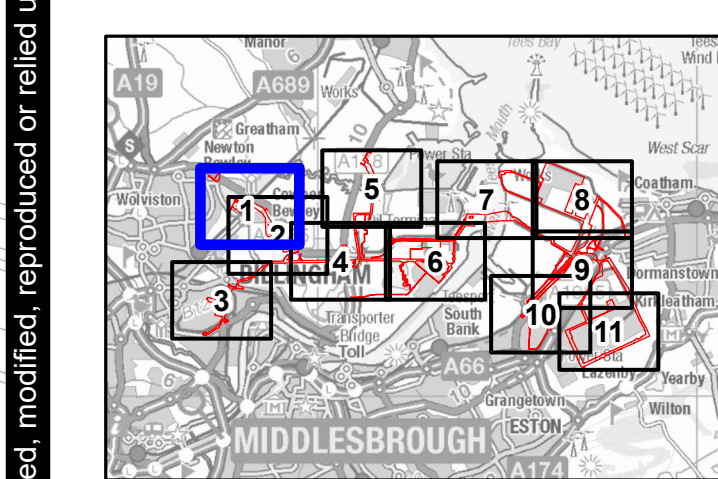
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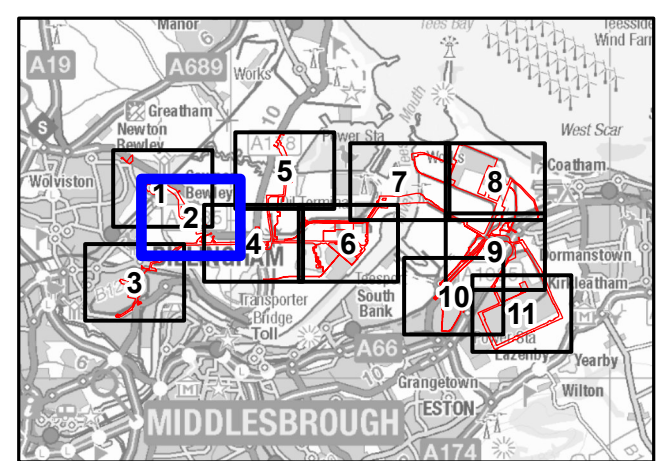
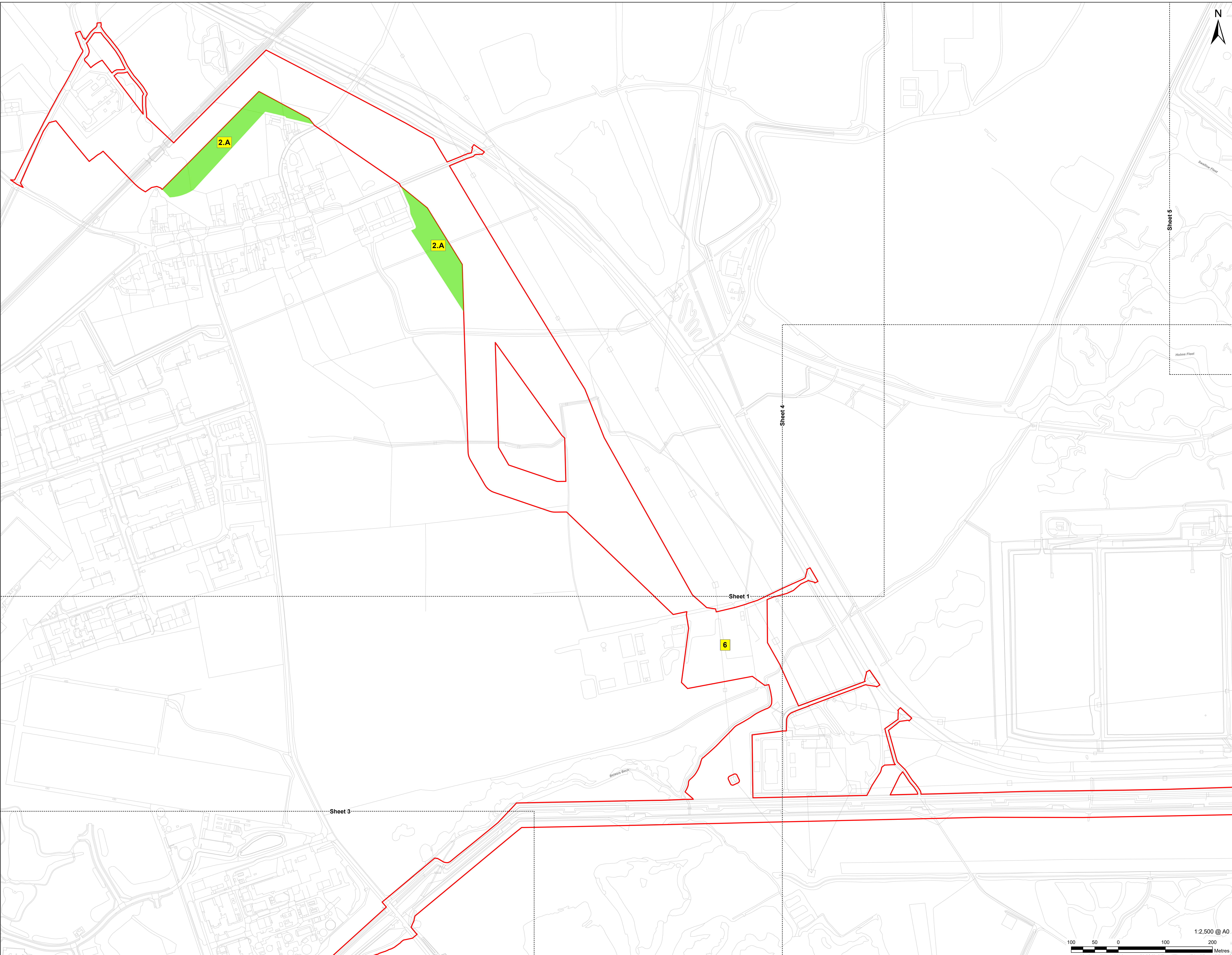
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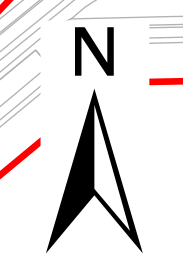
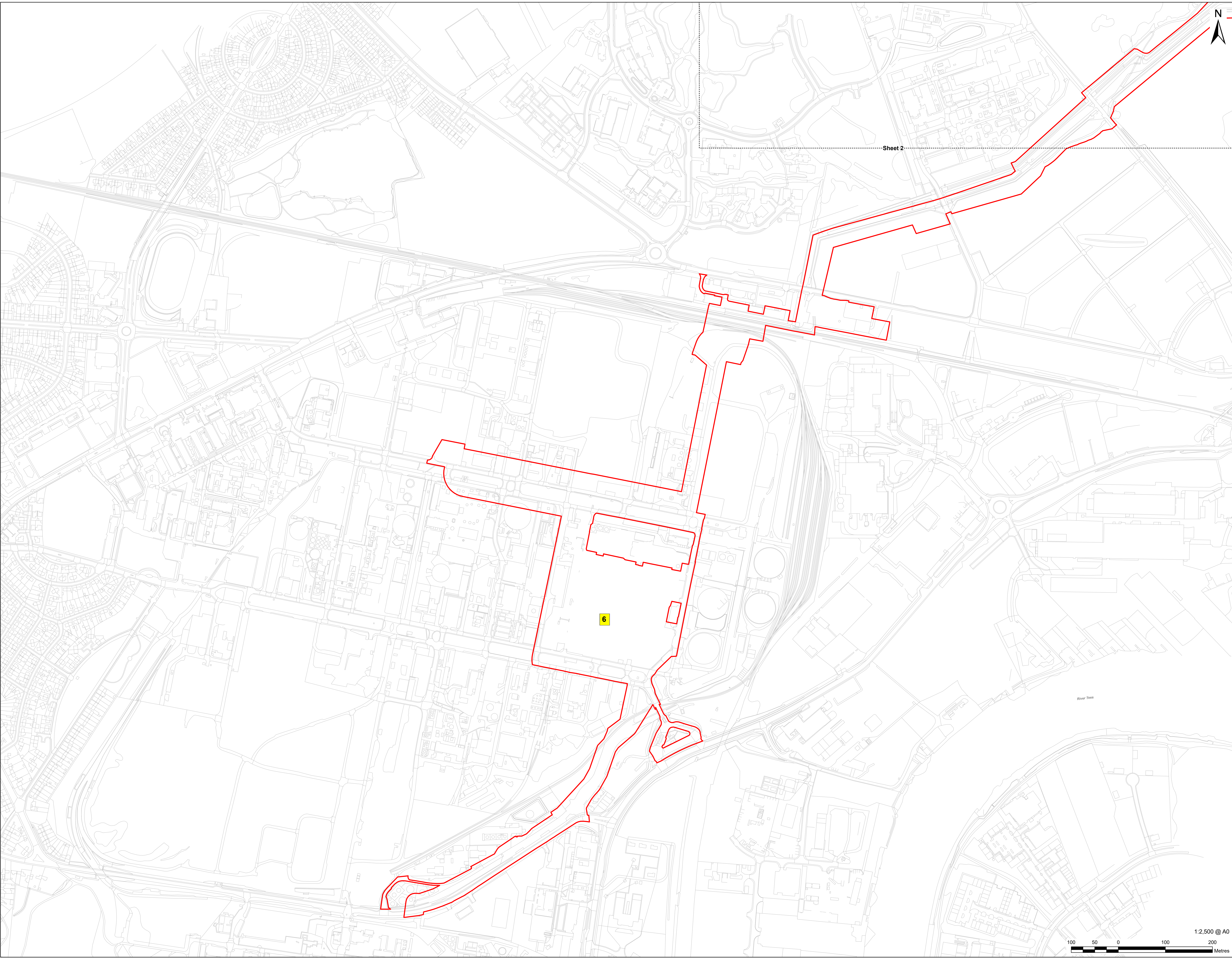


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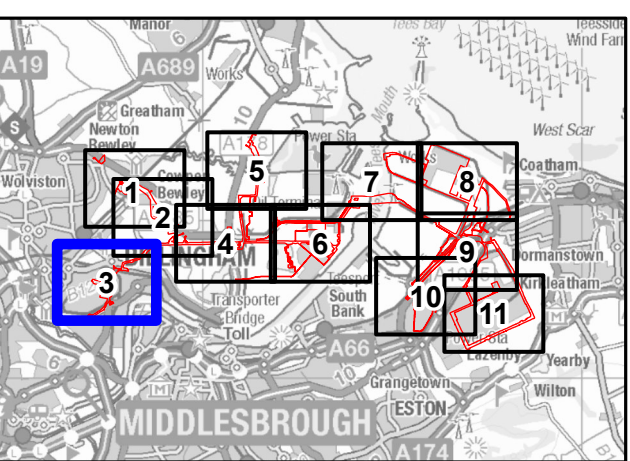
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Sheet 2

River Tees



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Notification of Proposed Changes Detailed

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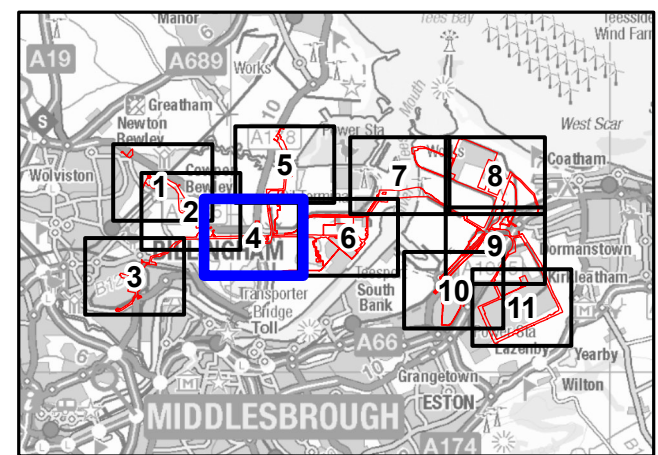
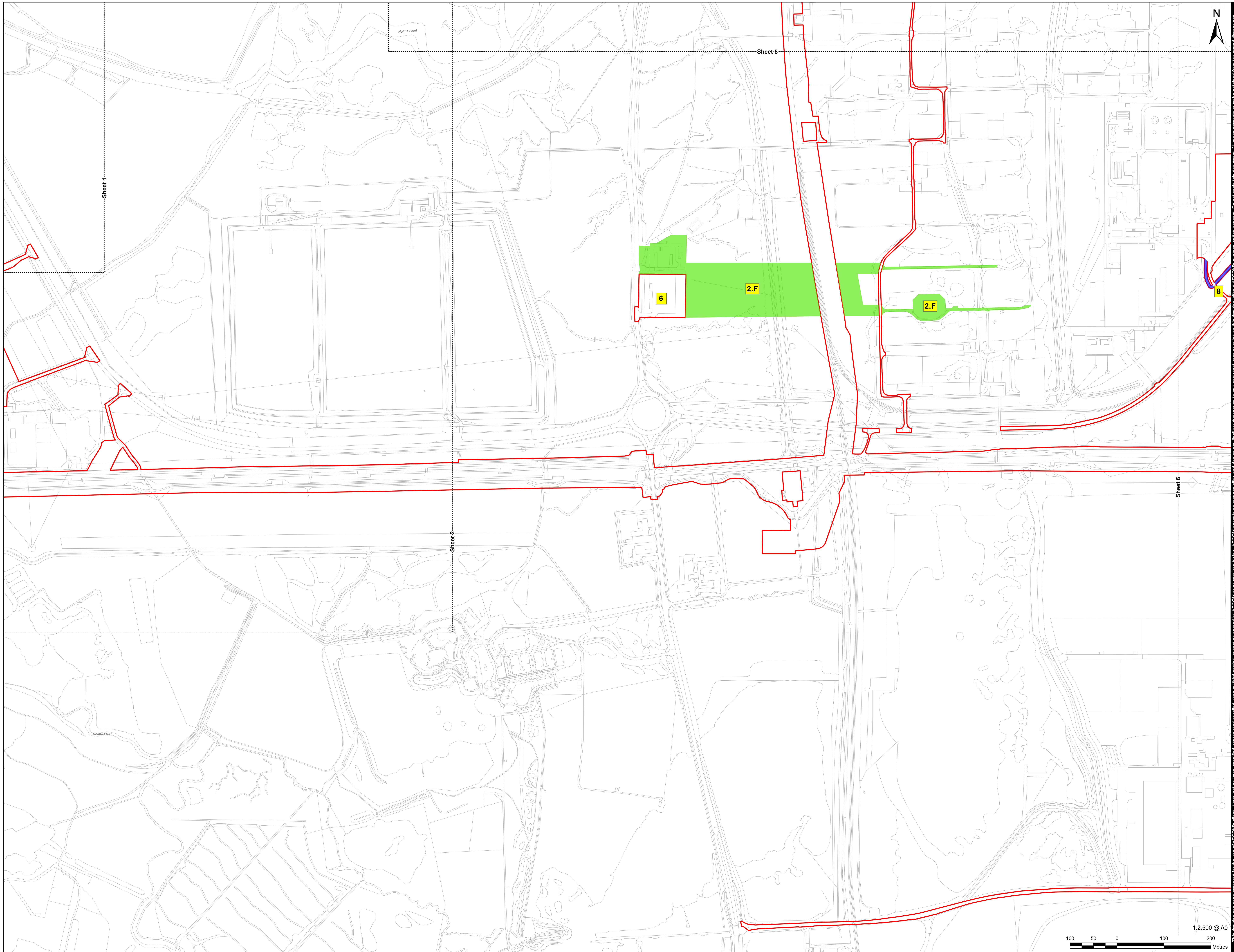


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	Additional Land
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SHEET NUMBER

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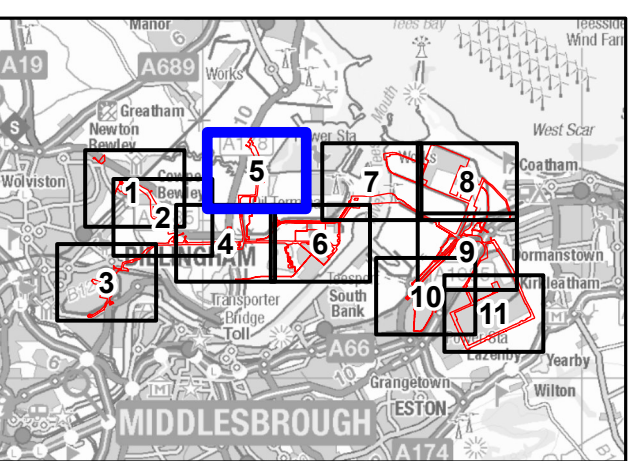
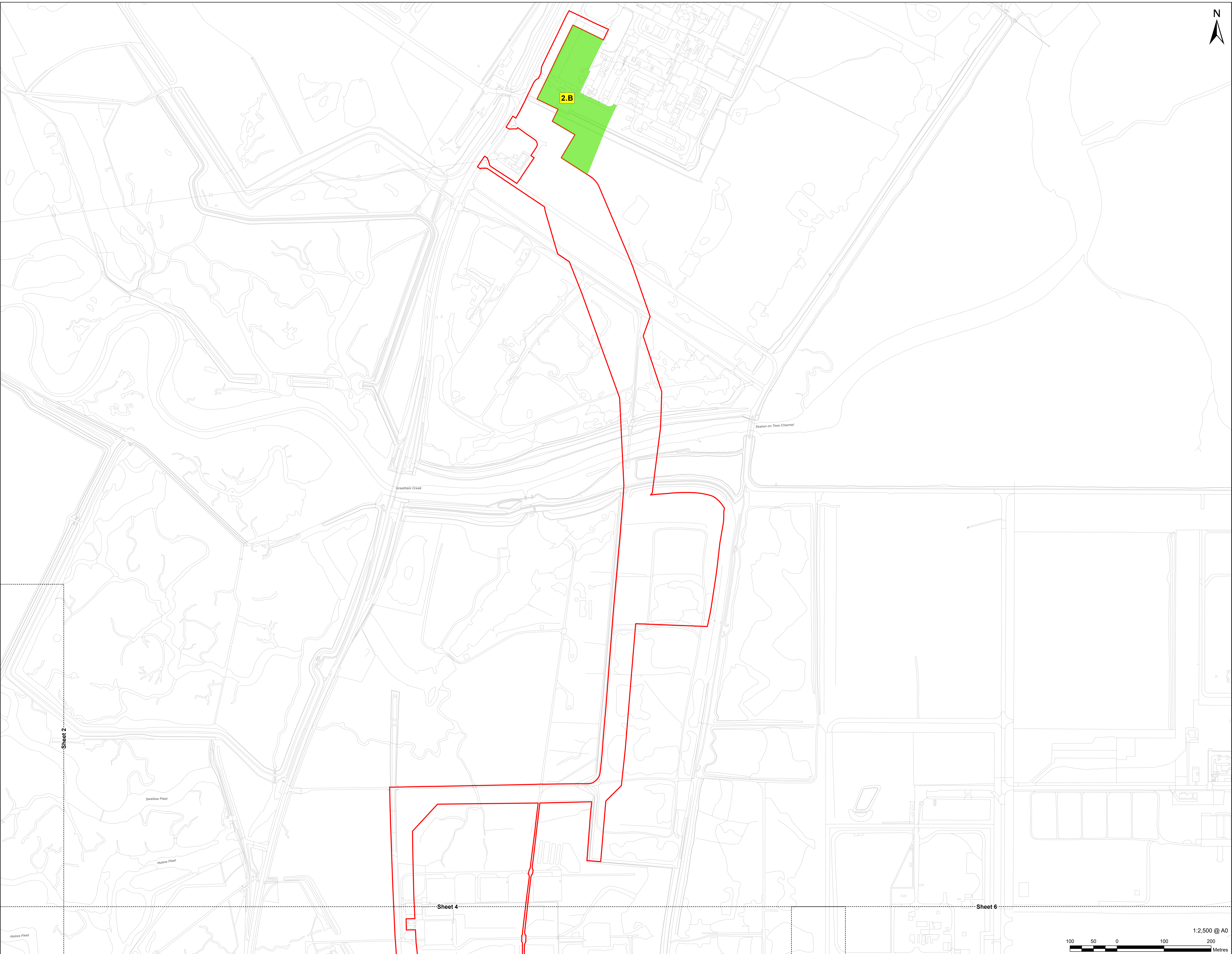


1:2,500 @ A0

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- Order limits - For Change Notification - August 2024
- Land Removed
- Detailed Sheet Number
- 2.B Change No.



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APPLICATION REFERENCE

H2T_August24_DCO_ChangeNotification

ISSUE PURPOSE

FOR DCO APPLICATION

PROJECT NUMBER

60689030

DRAWING TITLE

Notification of Proposed Changes Detailed

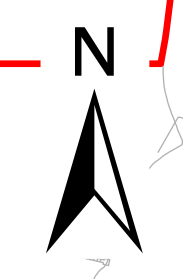
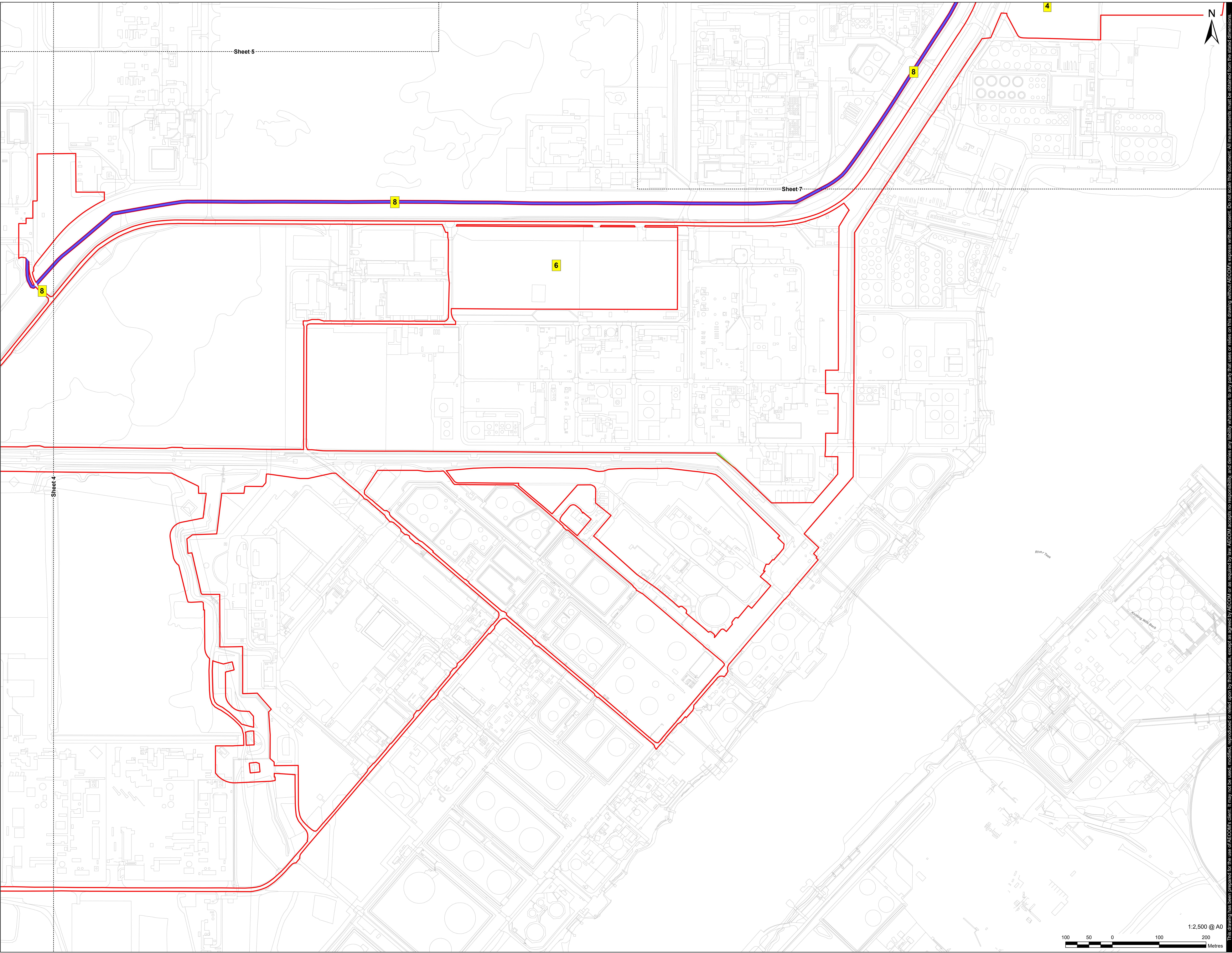
SHEET NUMBER

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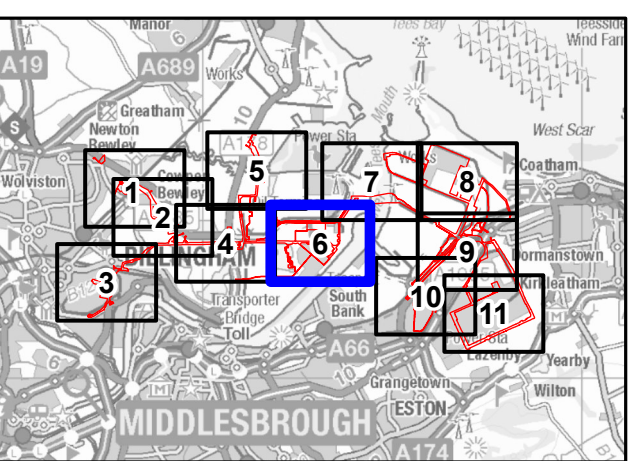




- Order limits - For Change Notification - August 2024
- Additional Land
- Land Removed
- Detailed Sheet Number
- 1 Change No.



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APPLICATION REFERENCE

H2T_August24_DCO_ChangeNotification

ISSUE PURPOSE

FOR DCO APPLICATION

PROJECT NUMBER

60689030

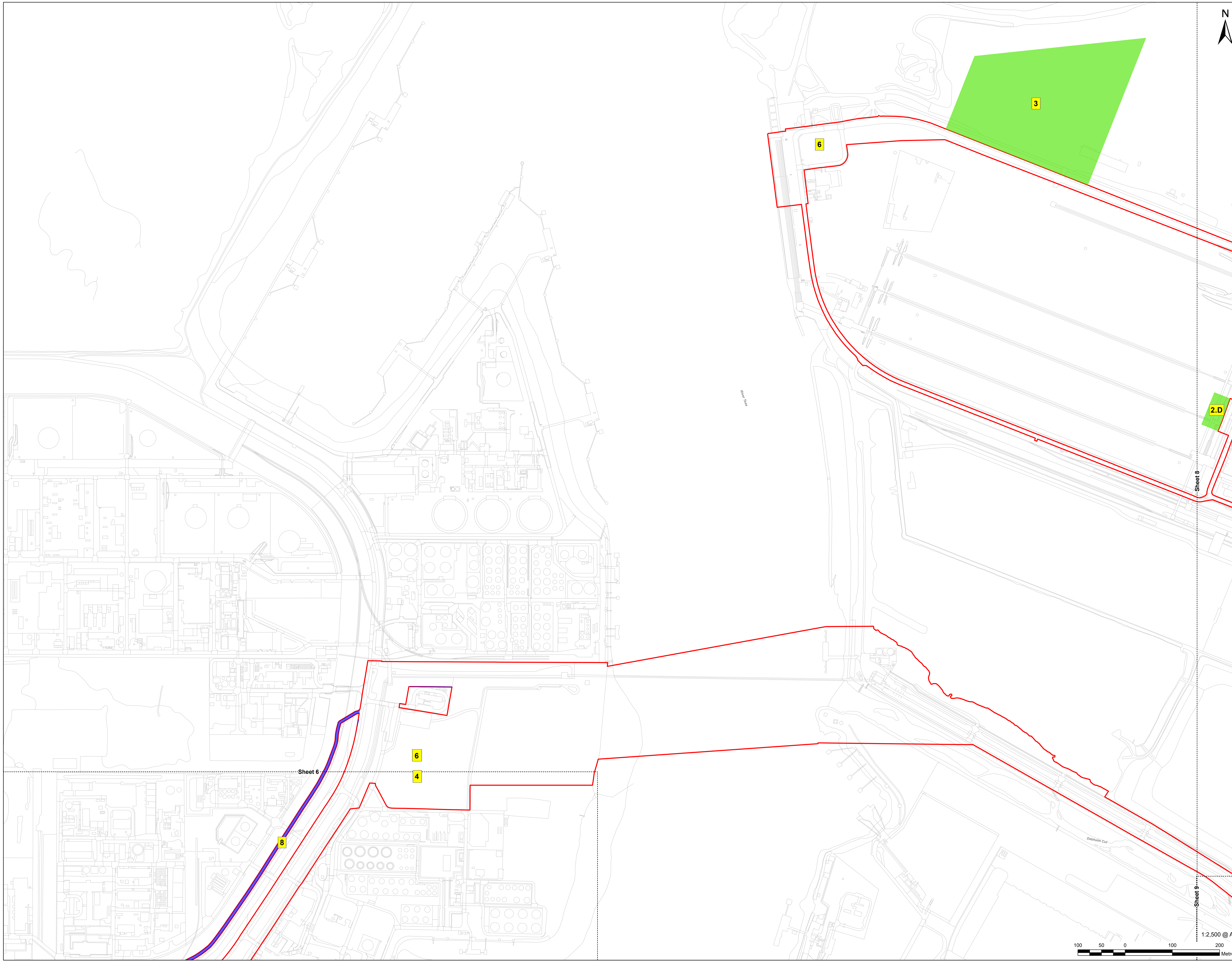
DRAWING TITLE

Notification of Proposed Changes Detailed

SHEET NUMBER

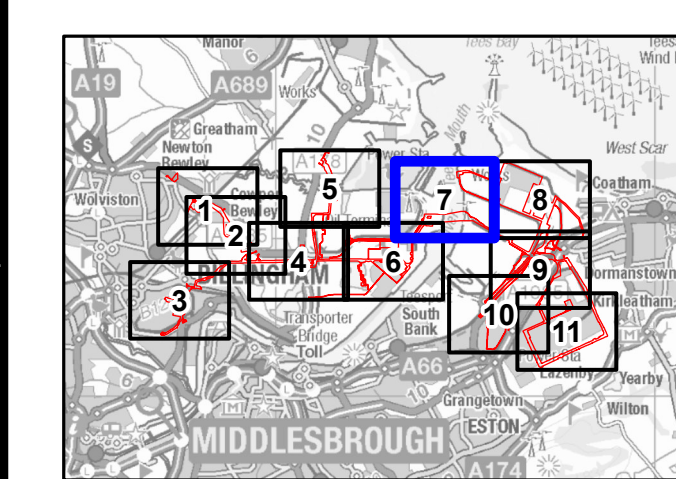
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LEGEND

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- Additional Land
- Land Removed
- Detailed Sheet Number
- Change No.



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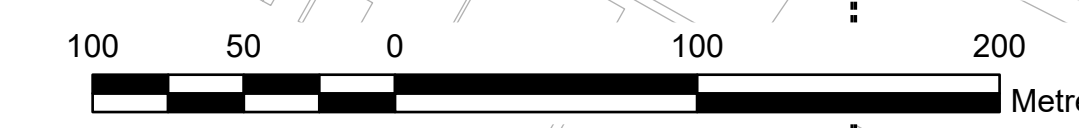
APPLICATION REFERENCE
H2T_August24_DCO_ChangeNotification

ISSUE PURPOSE
FOR DCO APPLICATION

PROJECT NUMBER
60689030

DRAWING TITLE
Notification of Proposed Changes Detailed

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APPLICANT

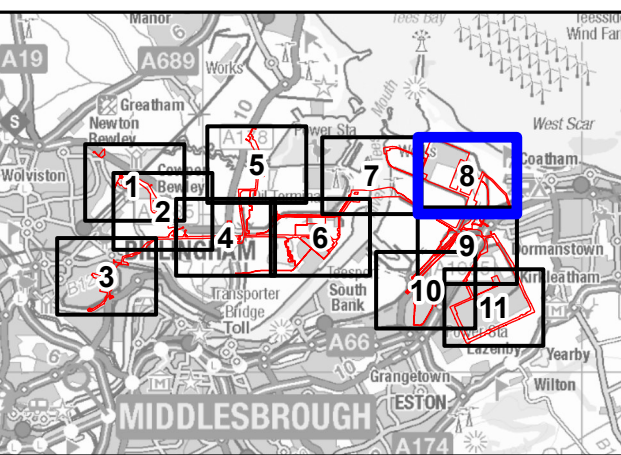
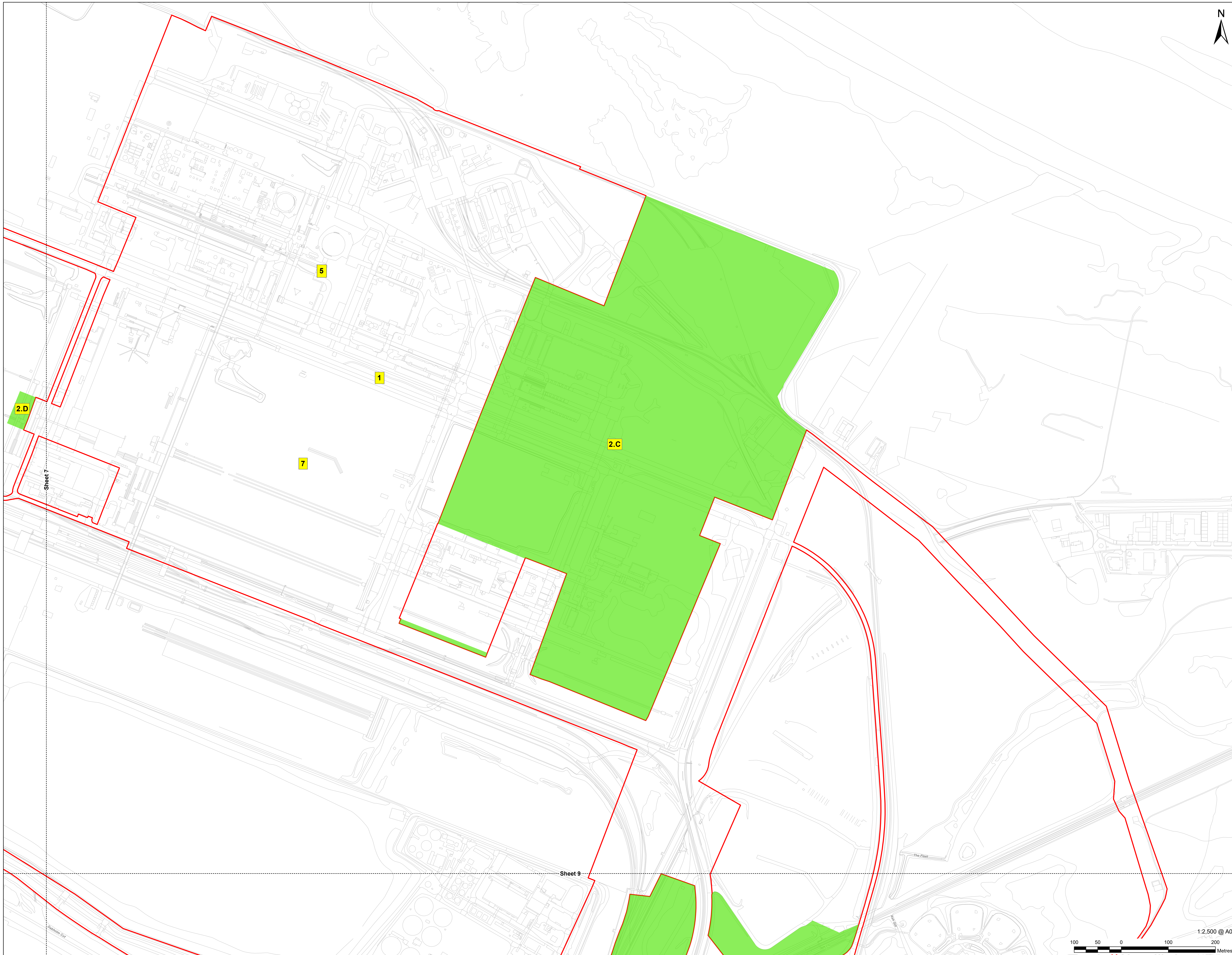


CONSULTANT

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LEGEND

- Order limits - For Change Notification - August 2024
- Land Removed
- Detailed Sheet Number
- 1 Change No.



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APPLICATION REFERENCE

H2T_August24_DCO_ChangeNotification

ISSUE PURPOSE

FOR DCO APPLICATION

PROJECT NUMBER

60689030

DRAWING TITLE

Notification of Proposed Changes Detailed

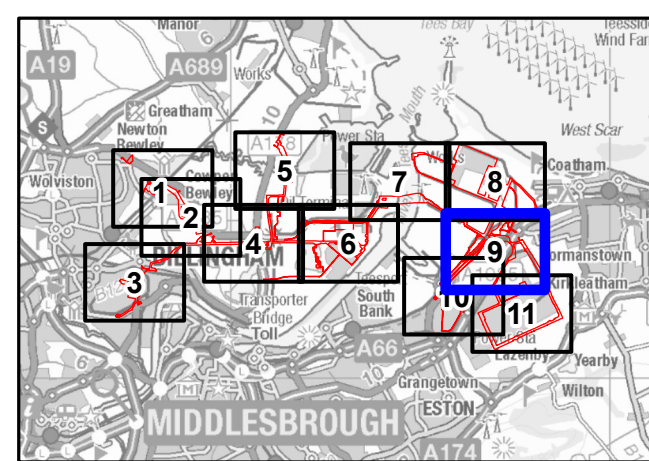
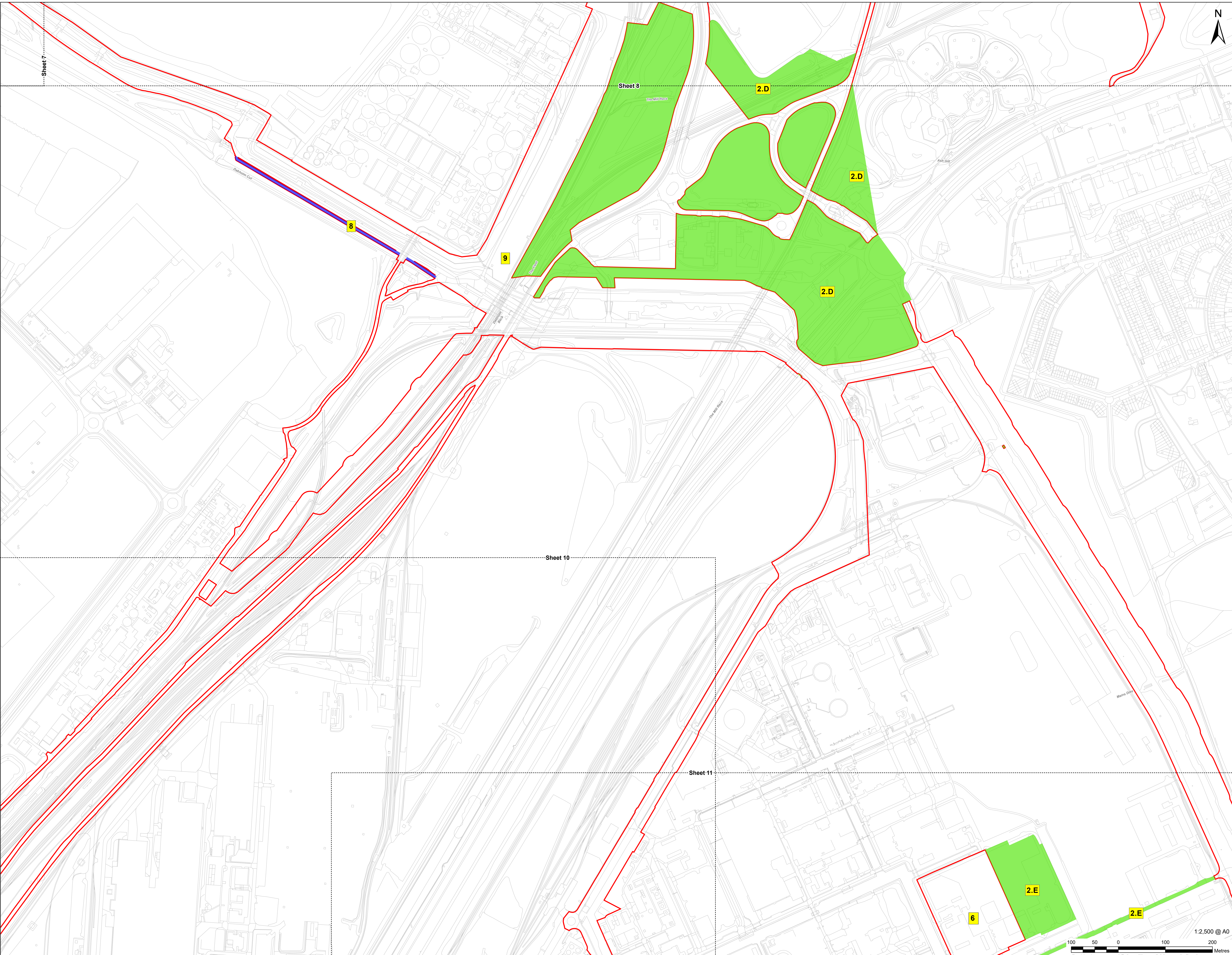
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- Order limits - For Change Notification
- Additional Land
- Land Removed
- Detailed Sheet Number
- Change No.



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APPLICATION REFERENCE

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ISSUE PURPOSE

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PROJECT NUMBER

60689030

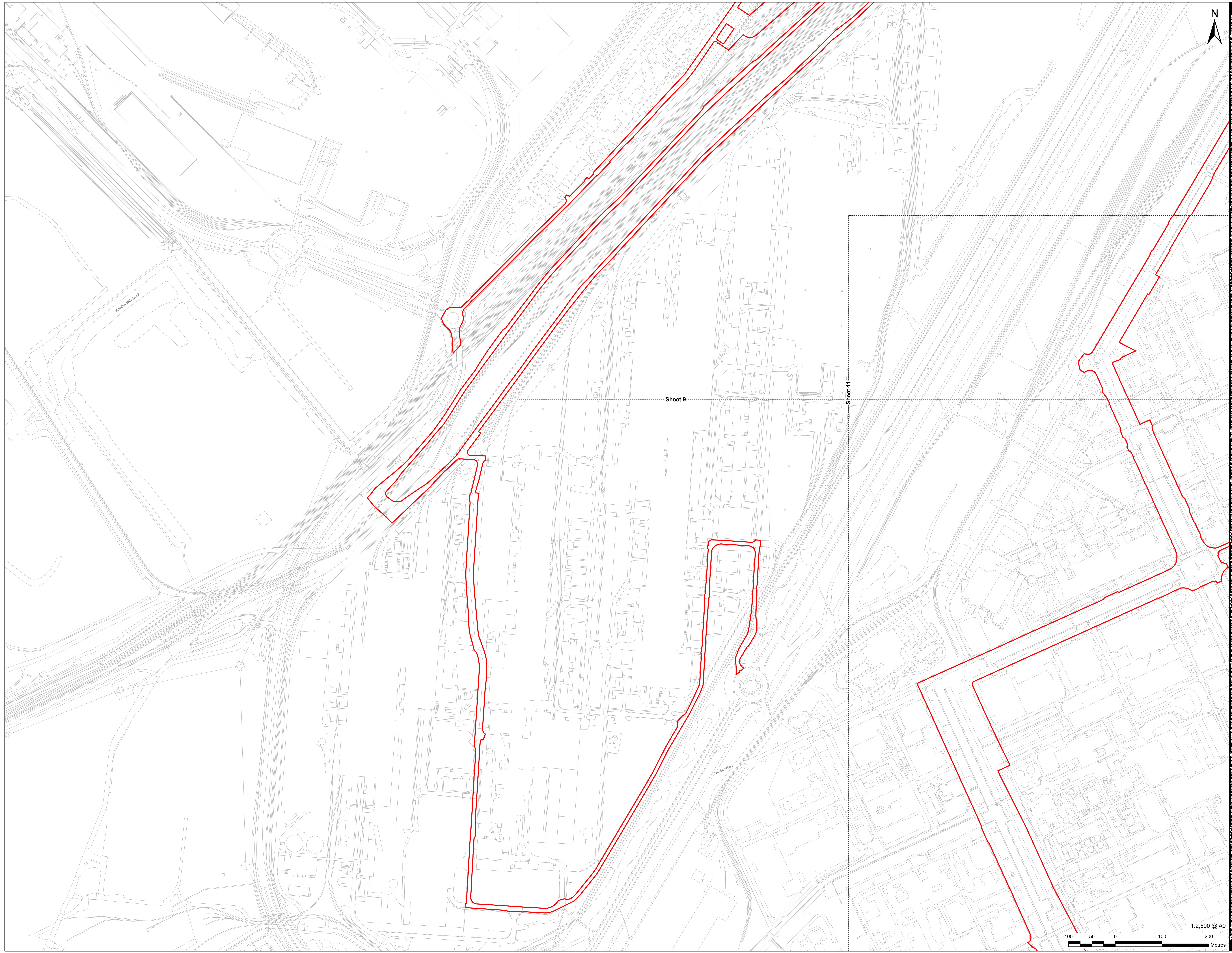
DRAWING TITLE

Notification of Proposed Changes Detailed

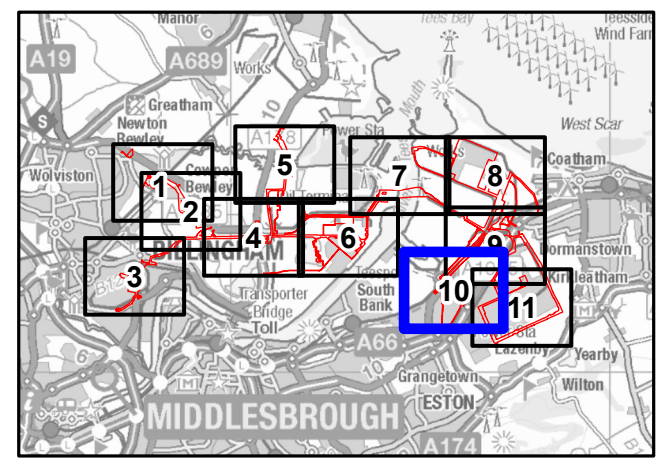
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APPLICATION REFERENCE

H2T_August24_DCO_ChangeNotification

ISSUE PURPOSE

FOR DCO APPLICATION

PROJECT NUMBER

60689030

DRAWING TITLE

Notification of Proposed Changes Detailed

SHEET NUMBER

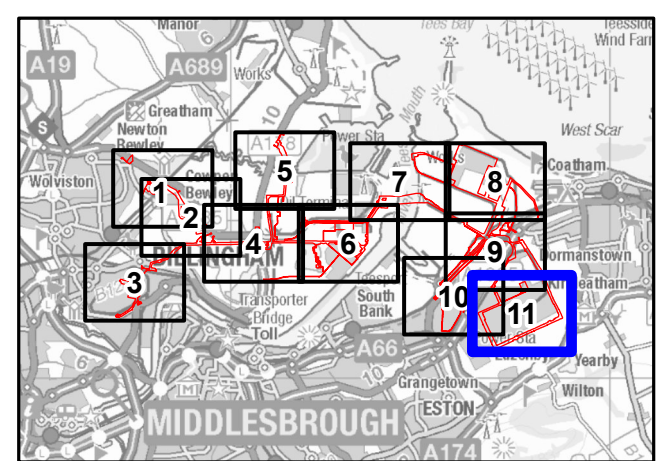
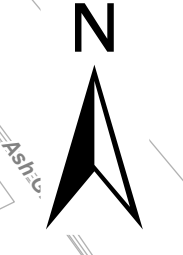
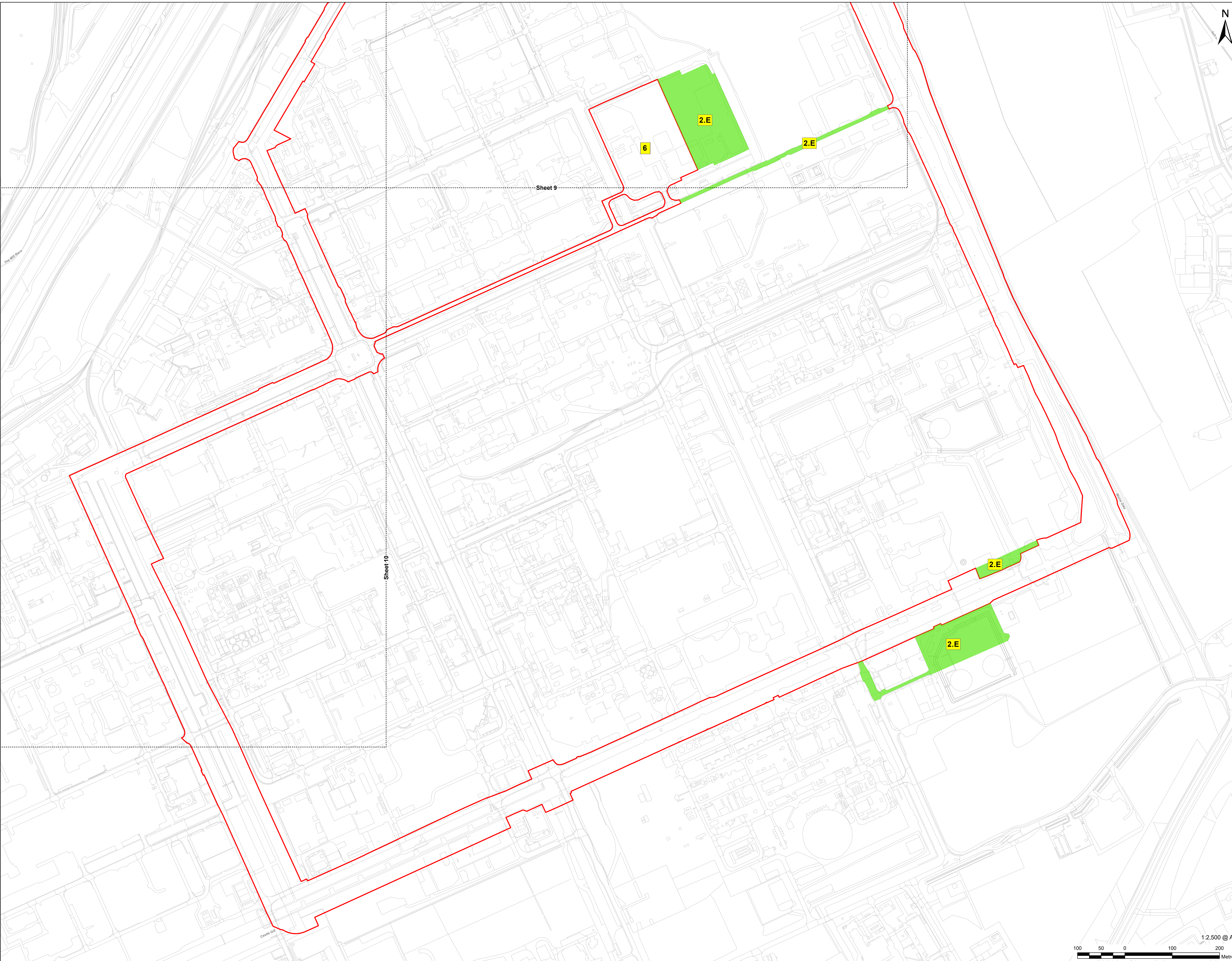
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ISSUE PURPOSE
FOR DCO APPLICATION

PROJECT NUMBER
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DRAWING TITLE
Notification of Proposed Changes Detailed

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