

From: [REDACTED]
To: [H2Teesside](#); [REDACTED]
Cc: [Jack Fawdington](#); [Gavin Nicholson](#); [REDACTED]; [JSJV Spatial Planning YHNE](#); [REDACTED]
Subject: FW: H2 Teesside DCO - AF.24.03.11 - JSJV Response
Date: 21 January 2025 12:00:09
Attachments: [image001.png](#)
[H2T DCO - 9.6 National Highways SoCG - Rev 2 - 13 Jan 25 - JF Tracked.docx](#)
[Re H2Teesside - SoCG Review - National Highways.msg](#)

Hi [REDACTED],

National Highways have undertaken a review of the latest correspondence regarding H2 Teesside (incorporating an updated version of the draft Statement of Common Ground (SoCG) as attached), submitted on the 11th December 2024. Please see our comments below:

1. We wish to reiterate that an Operational Transport Management Plan (OTMP) is required on any permission moving forward. Principally, National Highways would wish to secure the operational shift patterns associated with the site by way of the OTMP. This is to ensure that the operational impact of the site as assessed through the DCO process continues to reflect the operational parameters of the site once occupied.
2. Clarity as to the number of operational staff associated with the daily running of the H2 site is welcomed. Our previous comments were based on the premise that:
 - There would be a low number of staff during the operational period;
 - Shift patterns would ensure that staff arrivals or departures will not overlap with the conventional peak hour network periods; and
 - However noting that no evidence of the proposed shift time has been provided by the applicant based on the latest information received, we would highlight that the daily number of operational staff and associated vehicle movements proposed over the 1600 – 1700 period (118 movements) is of a scale that could incur a material impact at the SRN junctions immediate to the site, particularly owing to the fact that JSJV has undertaken WebTRIS analysis indicating that the Strategic Road Network (SRN) PM network peak period immediate to the site is 1600 – 1700.
3. We acknowledge that not all operational staff movements over the PM peak would be expected to distribute via the SRN junctions to the west / southwest of the site (A1053 / A174), however, the Transport Assessment [TA] (DCO Appendix 15A, Reference 6.4.26) uploaded in support of the DCO does not provide any detail as to how staff trips would be expected to distribute across the highway network immediate to the site. As such, any specific impact at the SRN over the PM network peak as a result of operational staff trips cannot be discerned in line with the information submitted. Should the focus on impacting during this PM network period be maintained (see comment 4 below), more information in relation to the impacts at the SRN would be required, to enable National Highways to offer a view.
4. Any potential impact of operational staff trips at the SRN over the PM network peak could be mitigated and managed by way of a minor adjustment in shift periods, thus avoiding the need for any additional impact assessment work to be undertaken by the Applicant. It is noted that a minor adjustment in PM shift conclusion to either 1500 or 1530 would likely take sufficient steps

to prevent a material impact being incurred at the SRN in line with the reduced network base flows over this period.

I trust that details of this response are clear, but if further information is required please just get in touch.

Regards



, **Planning Manager**

National Highways, 2 City Walk, Leeds LS11 9AT

Tel: [Redacted]

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GTN: 0300 470 2339

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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

9.6 Statement of Common Ground between H2 Teesside Limited and National Highways



Applicant: H2 Teesside Ltd

Date: January 2025

Infrastructure Planning
Planning Act 2008
H2 Teesside Project
Development Consent Order 202[]

Statement of Common Ground with National Highways

Planning Inspectorate Scheme Reference	EN070009
Application Document Reference	9.6
Author	[REDACTED]
Approved By	[REDACTED]

Version	Date	Status of Version
1.0	17/09/2024	Deadline 1
2.0	20/11/2024	Deadline 4
3.0	21/01/2025	Deadline 5

STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) H2 Teesside Ltd. and (2) National Highways

Signed.....
[Name]
[Position]
on behalf of H2 Teesside Ltd.
Date:

Signed.....
[Name]
[Position]
on behalf of National Highways
Date:

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1.0 INTRODUCTION AND PURPOSE

1.1 Purpose of Statement of Common Ground

1.1.1 This Statement of Common Ground (SoCG) relates to an application made by H2 Teesside Limited (“the Applicant”), to the Secretary of State for Energy and Net Zero for a Development Consent Order under section 37 of the Planning Act 2008 (“the Act”).

1.1.2 This SoCG has been prepared by the Applicant and National Highways in respect of the Proposed Development.

1.1.3 The purpose and possible content of SoCGs is set out in paragraphs 58 - 65 of the Ministry of Housing, Communities and Local Government guidance entitled “Planning Act 2008: examination of applications for development consent” (April 2024). Paragraph 58 of that guidance explains the basic function of SoCGs:

“A Statement of Common Ground (SoCG) is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree, or indeed disagree. A SoCG helps to ensure that the evidence at the examination focuses on the material differences between the main parties and therefore makes best use of the lines of questioning pursued by the Examining Authority”..”

1.1.4 SoCGs are therefore a useful and established means of ensuring that the evidence at the DCO examination phase focuses on the material differences between the main parties, and so aim to help facilitate a more efficient examination process.

1.2 Parties to this SoCG

The Applicant and the Proposed Development

1.2.1 The Applicant is a private limited company aiming to develop and operate the H2Teesside project, which is an approximately 1.2-Gigawatt Thermal (GWth) Carbon Capture & Storage (CCS) enabled Hydrogen Production Facility (the ‘Production Facility’) and associated connections (‘the Proposed Development’) on land in Redcar and Cleveland, Stockton-on-Tees, and Hartlepool (hereafter referred to as the ‘Proposed Development Site’). The Proposed Development will support the decarbonisation of UK-produced natural gas in Teesside for use in industrial applications, thus helping to achieve national targets in relation to net zero. It will also be a key contributor to restoring manufacturing jobs in the Tees Valley.

1.2.2 The Proposed Development Site covers an area of approximately 508 hectares (ha) and is located primarily within the administrative boundaries of Redcar and Cleveland Borough Council (RCBC) and Stockton-on-Tees Borough Council (STBC). The Hydrogen Pipeline Corridor (refer to Figure 4-4 in ES Volume II, Document Ref. EN070009/APP/6.3) extends further north-west to also include land within the administrative boundary of Hartlepool Borough Council (HBC).

1.2.3 The Hydrogen Production Facility will be located at the Main Site within the Teesworks development site, as shown in Figure 4-1: Proposed Development Site Boundary (including location of the Main Site) (ES Volume II, EN070009/APP/6.3).

The Role of National Highways

1.2.4 National Highways is the government company charged with operating, maintaining and improving England's Strategic Road Network (motorways and designated A roads).

1.2.5 National Highway's role in relation to the DCO process derives from the PA 2008 Act and secondary legislation made under the same.

1.2.6 National Highways is a consultee under Sections 42 and 56 of the PA 2008 Act, meaning applicants must consult with National Highways before submitting a DCO application and once an application has been accepted for examination.

1.2.7 National Highways interests with regard to the Proposed Development relate to the potential traffic and transport impacts of development on the Strategic Road Network in the vicinity of the Main Site, this primarily relating to the A1053, A174 and A19, and which would be used to access the Main Site and construction compounds required to facilitate the Proposed Development.

1.3 The Purpose and Structure of this Document

1.3.1 The purpose of this document is to summarise the agreements reached between the parties on matters relevant to the Examination of the Application and to assist the Examining Authority ('ExA'). It also explains the matters which remain unresolved at the time of writing, but which both parties are working positively toward resolving. As such, it is expected that further iterations of the SoCG will be submitted to the ExA throughout the Examination and prior to the making of any Development Consent Order ('DCO') for the Proposed Development.

1.3.2 The SoCG has been prepared with regard to the April 2024 Guidance.

1.3.3 The SoCG is structure as follows:

- Section 2 - sets out consultation and related discussions held between the Applicants and National Highways.
- Section 3 – sets out the matters discussed and agreed to date.
- Section 4 – sets out the matters to be agreed and the proposed way forward.


2.0 ENGAGEMENT WITH NATIONAL HIGHWAYS

2.1 Summary of Engagement

2.1.1 A summary of the key engagement that has taken place between H2Teesside Ltd and National Highways is detailed in Table 2-1 below.

Table 2-1: Engagement between the Applicant and National Highways

DATE	FORM OF CORRESPONDENCE	DOCUMENT REF. (IF ANY)	DETAILS
9 May 2023	Scoping Opinion	See Appendix 1E: Scoping Opinion Responses [APP-188]	<p>A written representation in response to the Inspectorate's consultation in relation to the application of the Scoping Opinion to the Planning Inspectorate submitted by the Applicant on 6 April 2023.</p> <p>National Highways provided consultation to help inform the DCO Application. Key topics raised in the PINS Scoping Opinion included:</p> <ul style="list-style-type: none"> Request for further information relating to construction traffic volumes, routeings and impacts.
14 September 2023 – 26 October 2023	Statutory Consultation	See Consultation Report [APP-030]	<p>Consultation on the Proposed Development was held between 14 September and 26 October 2023.</p> <p>National Highways provided a range of technical feedback to help inform the DCO Application. Key topics raised in the Statutory Consultation response included:</p> <ul style="list-style-type: none"> Clarification that National Highways require the impact of the Proposed

			<p>Development over construction and operation phases to be understood in terms of absolute two-way flows over both morning and evening network peak hours.</p> <ul style="list-style-type: none"> • Requesting full analysis of data including but not limited to personal injury collision data. • Clarification that further commentary on TEMPro factors will be reserved for detailed junction modelling. • General clarifications of information. • Acknowledging assumptions in assessment. • Support of some of the general principals underlying the assessment. • Request for confirmation of numbers within further assessments / management plans. • Request for management plans to be prepared.
<p>15 December 2023 </p>	<p>Second Consultation</p>	<p>See Consultation Report [APP-030]</p>	<p>Consultation on the Proposed Development was held between 13 December 2023 and 23 January 2024.</p> <p>National Highways provided consultation to help inform the DCO Application. Key topics raised in the Statutory Consultation response included:</p>

			<ul style="list-style-type: none"> Acknowledgement of minor Order Limits change and that they have no bearing on National Highways.
June 2024	Relevant Representation	See National Highways Relevant Representation [RR-025]	<p>National Highways submitted its relevant representation (RR-025) in June 2024 in response to the DCO Application.</p> <p>National Highways provided technical feedback on the traffic documentation submitted [APP-049, APP-050, APP-068, APP-161 – APP-164, APP-210] into Examination and raised issues as follows:</p> <ul style="list-style-type: none"> the submission and approval of a final detailed Construction Traffic Management Plan (CTMP) and Construction Worker Travel Plan (CWTP) by the Applicant should be secured by a Requirement to the DCO; the confirmation from the Applicant that operational staff shift times will be scheduled in such a way that mitigates any impact of staff trips at the Strategic Road Network (SRN) over the AM / PM network peak hours; A Decommissioning Management Report to secure and mitigate any potential impact at

			the SRN at the point of site decommissioning should be secured by a Requirement to the DCO.
4 September to 7 October 2024	Consultation on proposed changes to the DCO Application.	n/a	<p>A letter was issued to National Highways on 4 September 2024 consulting them on a number of proposed changes to the DCO Application.</p> <p>National Highways has reviewed the proposed changes as set out in the letter (and accompanying information) of 4th September 2024. On the basis of this review, National Highways are satisfied that the changes to the Proposed development as detailed do not materially influence, either individually or cumulatively, any of the assessments undertaken by National Highways to date with regards to the Proposed Development's impact at the SRN, nor influence the view that National Highways has given to the DCO or agreements made.</p>
Deadline 1 – 17 September 2024	Statement of Common Ground	n/a	National Highways and the Applicant engaged in discussions to agree the contents of this document, submitted into Examination at Deadline 1 [REP1-017]
24 th January 2025	Consultation on proposed changes to the DCO Application - OTMP	n/a – email correspondence provided to National Highways on	National Highways and the Applicant engaged in discussions to agree the contents potential necessity / content of an Operational Traffic Management Plan.

		11 th December 2024	
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3.0 MATTERS AGREED

3.1.1 The below Table 3-1 contains a list of “matters agreed” along with a concise commentary of what the item refers to and how it can be agreed between the two parties.

Table 3-1: List of Matters Agreed between the Applicant and National Highways

MATTER AGREED	AGREED POSITION
Shift Times to manage impacts during Construction Stage	<p>It is agreed that keeping to the assumed shift times is an important part of managing impacts.</p> <p>Construction working hours are set out in Requirement 196 of the DCO and so must be complied with. This ensures that this assumption is delivered.</p>
Construction Traffic Management Plan	<p>National Highways agrees that it has no comments to make on the Framework CTMP, but acknowledges that the DCO requires that a detailed CWTP is to be produced.</p> <p>National Highways is content with the drafting of Requirement 18.</p>
Shutdown Maintenance	<p>The parties agree that Requirement 17 of the dDCO [APP-027] secures the production and approval of an environmental and traffic management plan for maintenance periods. As part of considering that plan, the relevant planning authority will be able to consider how shift patterns have been planned for those works, and how that aligns with peak traffic periods, and suggest any changes to that plan accordingly.</p> <p>National Highways is therefore content with the drafting of Requirement 17.</p>
Decommissioning	<p>The parties agree that Requirement 28 (5) (f) of the draft DCO [APP-027] provides for the production of a Decommissioning Environmental Management Plan. Sub-paragraph 6 of that Requirement sets out that such a plan should include information as to how materials will be removed from site and the travel management measures to be imposed. As such, traffic impacts will be able to be considered as part of the relevant planning authority’s approval of that plan.</p> <p>National Highways are therefore content with the wording of Requirement 28.</p>

4.0 MATTERS UNDER DISCUSSION

4.1 Introduction

4.1.1 This section sets out the matters under discussion between the parties . Table 4-1 provides a summary of each party’s position on the issues raised by National Highways. National Highways is considering the Applicant’s position set out this table to seek to move these issues to the Agreed table wherever possible.

4.2 Matters Under Discussion

Table 4-1: Summary of Matters Under Discussion

SOCG ID	MATTER	THE APPLICANT POSITION	NATIONAL HIGHWAYS POSITION
1	Construction Stage Worker assumptions in the Transport Assessment.	The assumption of two workers travelling per car was accepted by National Highways in their response to the Net Zero Teesside DCO and has been agreed for H2Teesside since the scoping stages of the Proposed Development. Furthermore, a figure of two workers per car has a precedent in multiple recent DCOs. Please see the Applicant’s Responses to Relevant Representations, specifically National Highways RR1 [REP1-007], for the Applicant’s full position on this matter.	National Highways agrees that two workers per car assumption has been employed for construction staff. National Highways previously queried why no validating data had been provided to justify that where this figure has been achieved at comparable construction sites (NH RR1) [RR-025]. The applicant has since identified a number of comparable construction sites where this assumption has been applied and with a view to the coverage of Requirement 18 (in relation to the Construction Traffic Management Plan), National Highways are content with this.
2	Construction Stage Worker numbers	The Applicant notes that by assuming a worst case total of 1,300 construction	National Highways previously queried the figure for construction worker numbers given the combined total of Phase 1 and 2 is

SOCG ID	MATTER	THE APPLICANT POSITION	NATIONAL HIGHWAYS POSITION
		<p>workers, a robust set of vehicle numbers has been assessed as this is greater than could be expected on site for either phase, as the Environmental Statement assumes the construction phases of Phases 1 and 2 will not overlap.</p>	<p>more than 1, 300. The supplementary information provided outlines that the assessment undertaken on the basis of this figure has been done so to relate to a robust scenario. This is accepted.</p>
3	<p>Construction Stage Worker movement assumptions</p>	<p>The assessment set out with regards to traffic and transport assesses a worst case scenario of 1,300 workers travelling in 650 vehicles to the site, with 71% of these vehicles travelling to the Main Site, and 29% travelling to the relevant Connection Corridors. This is set out in Table 15A-24: Construction Worker Split - Main Site and Connection Corridors [APP-210].</p>	<p>National Highways also note that in line with the ‘worst-case’ construction traffic movements referenced within TA Paragraph 15A.5.42 [APP-210], it is unclear as to whether these include movements associated with the various construction corridor sites away from the Main Site, as accounted for within Table 1 of the National Highways RR [RR-025]. As such, the hourly / daily construction trip generation values may require further clarification moving forwards.</p> <p>Irrespective of the above, as noted in National Highways scoping response, with daily on-site construction activities expecting to commence prior to the conventional AM network peak of 08:00 – 09:00 and continuing until well after the conventional PM network peak of 17:00 – 18:00, overall construction traffic flows are relatively evenly spread throughout the day. Such a daily staggering of construction flows would therefore be expected to minimise the hourly impact of the construction phase at the SRN.</p>

SOCG ID	MATTER	THE APPLICANT POSITION	NATIONAL HIGHWAYS POSITION
4	Construction Stage Framework CWTP	<p>The Framework CWTP [APP-050] was updated at Deadline 2 in light of National Highways’ relevant representation. The production of a Final CTMP and CWTP (to be substantially in accordance with the framework) is secured by DCO Requirement – see Requirement 18(3) of the dDCO [APP-027].</p>	<p>The CWTP coordinator is proposed to monitor the total number of construction workers on-site and the number of parking spaces provided to ensure that car occupancy targets are being met. Monitoring is to be undertaken on one day per month. National Highways recommend the frequency of this is increased.</p> <p>National Highways will require the final CTMP / CWTP to seek to minimise the number of vehicle trips over the AM / PM network peak periods as much as possible.</p> <p>National Highways would recommend that the preparation and approval of a final detailed CTMP and CWTP is secured by a Requirement to the DCO. The final CTMP and CWTP should seek to secure, control and mitigate the potential construction impact the proposed development at the SRN, principally over the morning and evening network peak hours (NH RR6).</p>
5	Operational Traffic	<p>Operational shift times during normal operation are still to be confirmed. However, even if all movements were to happen in peak times, the Transport Assessment establishes that no significant impacts would occur to the SRN.</p>	<p>National Highways note that maximum potential staff numbers cited by the Application could incur a material impact on the SRN, should shift changeover periods overlap with peak periods on the SRN. As such, National Highways will require suitable comfort and confirmation that operational staff shift times will be scheduled in such a way that mitigates any impact of staff trips at</p>

SOCG ID	MATTER	THE APPLICANT POSITION	NATIONAL HIGHWAYS POSITION
			<p>the SRN over the AM / PM network peak hours. This is recommended to be secured by a Requirement to the DCO requiring such processes to be set out. (NH RR7).</p> <p>Additional commentary will be required here to reflect the supplementary operational information provided by the Applicant to National Highways on the 11th December 2024. Please see latest comment.</p>



5.0 **MATTERS NOT AGREED**

5.1 **Introduction**

5.1.1 Table 5-1 provides a summary of the issues not agreed between the parties. At this stage, it is considered reasonable by both parties that there are no matters to be classed as 'Not Agreed'.

5.2 **Matters Not Agreed**

Table 5-1: Summary of Matters Not Agreed

SOCG ID	MATTER	THE APPLICANT POSITION	NATIONAL HIGHWAYS POSITION

From: [REDACTED]
To: [REDACTED]
Cc: [Planning YNE](#); [REDACTED]; [Shadlock, Rebecca](#); [Nickson, Ross](#); [REDACTED]
Subject: Re: H2Teesside - SoCG Review - National Highways
Date: 13 January 2025 10:47:46
Attachments: [image001.png](#)

Good Morning [REDACTED]

We would greatly appreciate it if you could provide your response no later than 24 January.

Thank you

Kind Regards,

[REDACTED]

[REDACTED]
Principal - Impact Assessment
M [REDACTED]
[REDACTED]@aecom.com

From: [REDACTED] (NO, North East) <[REDACTED]@nationalhighways.co.uk>
Sent: Thursday, January 9, 2025 15:43
To: [REDACTED]@aecom.com; [REDACTED]
<[REDACTED]@aecom.com>
Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [REDACTED]
<[REDACTED]@aecom.com>; Shadlock, Rebecca <[REDACTED]@bp.com>; Nickson, Ross
<[REDACTED]@uk.bp.com>; [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Subject: RE: H2Teesside - SoCG Review - National Highways

[REDACTED]
I clearly received this but cannot find it either in my emails or files. I therefore do not think I responded to Katerina.

I will provide a response in due course however assessment of impact from development usually refers to a transport statement or assessment.

Do you have any deadlines I need to meet.

Regards

[REDACTED]

[REDACTED], Planning Manager
National Highways, 2 City Walk, Leeds LS11 9AT
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>
GTN: 0300 470 2339

From: [REDACTED] <[REDACTED]@aecom.com>
Sent: 09 January 2025 14:27
To: [REDACTED] <[REDACTED]@aecom.com>; [REDACTED] (NO, North East) <[REDACTED]@nationalhighways.co.uk>
Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [REDACTED] <[REDACTED]@aecom.com>; Shadlock, Rebecca <[REDACTED]@bp.com>; Nickson, Ross <[REDACTED]@uk.bp.com>; [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Subject: RE: H2Teesside - SoCG Review - National Highways

Good Afternoon [REDACTED],

Could I please ask if you have had the opportunity to respond to our message below? Katerina has been on leave and so if you only replied to her we will not have seen your response.

We would like to update the SoCG and keep the ExA informed on our progress and so would appreciate any further comments you may have on the matter.

Kind regards

[REDACTED]

From: [REDACTED] <[REDACTED]@aecom.com>
Sent: 11 December 2024 11:57
To: [REDACTED] (NO, North East) <[REDACTED]@nationalhighways.co.uk>
Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [REDACTED] <[REDACTED]@aecom.com>; [REDACTED] <[REDACTED]@aecom.com>; Shadlock, Rebecca <[REDACTED]@bp.com>; Nickson, Ross <[REDACTED]@uk.bp.com>; [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Subject: Re: H2Teesside - SoCG Review - National Highways

Hello [REDACTED],

The Applicant would like to clear up any confusion with regards to operational traffic caused by the Proposed Development and the current understanding of the typical shift patterns that will be employed once the Proposed Development is operational.

The current assumptions for total operational worker numbers and shift times are detailed below.

Table 1. Operational Worker Numbers and Shifts

Workers	Shift	Shift Time	Number
Operations Team	Shift A	06.00 – 18.00	6
	Shift B	18.00 – 06.00	6
Other Operational Workers		08.00 – 16.00	118
Total			130

It is assumed as a worse case that 100% of workers would use a private car for their journey. Vehicles would travel during the hour before and after the shift start and end times. The total number of vehicle movements associated with the Operations Team workers and travel times are summarised in the table below.

Table 2. Operations Team – Vehicle Movements

Shift	Shift Travel Period	In	Out	Two-Way
Shift A	05.00 – 06.00	6	0	6
	18.00 – 19.00	0	6	6
Shift B	17.00 – 18.00	6	0	6
	06.00 – 07.00	0	6	6

It is considered that these vehicle movements would be on the road network outside of the traditional peak hours.

The total number of vehicle movements associated with the Other Operational workers and travel times are summarised in the table below.

Table 3. Other Operational Workers – Vehicle Movements

Shift Travel Period	In	Out	Two-Way
07.00 – 08.00	118	0	118
16.00 – 17.00	0	118	118

The Applicant would like to understand if this changes National Highways position within the SoCG with regards to operational traffic, and specifically the need for an Operational Traffic Management Plan.

If you have any questions please do not hesitate to get in touch. We would greatly appreciate it if you could share your response *by the end of Friday*. This will allow us to incorporate your feedback into the SoCG before submitting it for the December 18 deadline for Deadline 5.

Kind Regards,

[REDACTED]

[REDACTED]
Principal - Impact Assessment

M [REDACTED]
[REDACTED]@aecom.com

From: [REDACTED] (NO, North East) <[REDACTED]@nationalhighways.co.uk>
Sent: Thursday, November 14, 2024 15:30
To: [REDACTED] <[REDACTED]@aecom.com>
Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [REDACTED]
<[REDACTED]@aecom.com>; [REDACTED] <[REDACTED]@aecom.com>; Shadlock, Rebecca
[REDACTED]@bp.com>; Nickson, Ross <[REDACTED]@uk.bp.com>; Gavin Nicholson
<[REDACTED]@jacobs.com>; [REDACTED] <[REDACTED]@nationalhighways.co.uk>;
Jack Fawdington <[REDACTED]@jacobs.com>
Subject: FW: H2Teesside - SoCG Review - National Highways

Hi [REDACTED],

Please find attached a version of the SoCG with suggested tracked changes and comments from National Highways that need to be considered. Providing this at this time hopefully allows you to meet the deadlines stated in your email.

I trust the proposed changes / comments are clear, but should you wish to discuss anything, please do not hesitate to get in touch.

Kind regards

[REDACTED]

From: [REDACTED] [REDACTED]@aecom.com>
Sent: 11 November 2024 14:55
To: [REDACTED] (NO, North East) <[REDACTED]@nationalhighways.co.uk>
Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [REDACTED]
[REDACTED]@aecom.com>; [REDACTED] <[REDACTED]@aecom.com>; Shadlock, Rebecca
<[REDACTED]@bp.com>; Nickson, Ross <[REDACTED]@uk.bp.com>; Gavin Nicholson
<[REDACTED]@jacobs.com>; [REDACTED] <[REDACTED]@nationalhighways.co.uk>
Subject: Re: H2Teesside - SoCG Review - National Highways

Hello [REDACTED],

Apologies for the delay, please see attached the Statement of Common Ground (SoCG) with National Highways, with proposed amendments for Deadline 4 in tracked changes as well as some comments to consider. I would appreciate if you could review and make any amendments or comments on the proposed changes to reflect the National Highways position by CoP Monday 18 November for submission at Deadline 4 (20 November).

If you have any questions please do not hesitate to get in touch.

Kind Regards,

[REDACTED]

[REDACTED]
Principal - Impact Assessment

M [REDACTED]

[REDACTED]@aecom.com

From: [REDACTED] (NO, North East) [REDACTED]@nationalhighways.co.uk>

Sent: Wednesday, September 18, 2024 12:14

To: [REDACTED] <[REDACTED]@aecom.com>

Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [REDACTED]
[REDACTED]@aecom.com>; [REDACTED] <[REDACTED]@aecom.com>; Shadlock, Rebecca
<[REDACTED]@bp.com>; Ibrahimzade, Elnur <[REDACTED]@bp.com>; Nickson, Ross
<[REDACTED]@uk.bp.com>; Nicholson, Gavin/UWA <[REDACTED]@jacobs.com>; [REDACTED]
[REDACTED] <[REDACTED]@nationalhighways.co.uk>

Subject: RE: H2Teesside - SoCG Review - National Highways

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Hi [REDACTED],

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Please find attached a version of the SoCG with suggested tracked changes and comments from National Highways that need to be considered. Providing this at this time hopefully allows you to meet the deadlines stated in your email.

I trust the proposed changes / comments are clear, but should you wish to discuss

anything, please do not hesitate to get in touch.

Kind regards



[Redacted], Planning Manager
National Highways, 2 City Walk, Leeds LS11 9AT
Tel: [Redacted]
Web: <http://www.highways.gov.uk>
GTN: 0300 470 2339

From: [Redacted] <[Redacted]@aecom.com>
Sent: Thursday, September 12, 2024 8:37 PM
To: [Redacted] (NO, North East) <[Redacted]@nationalhighways.co.uk>
Cc: Planning YNE <PLANNINGYNE@nationalhighways.co.uk>; [Redacted] <[Redacted]@aecom.com>; [Redacted] <[Redacted]@aecom.com>; Shadlock, Rebecca <[Redacted]@bp.com>; Ibrahimzade, Elnur <[Redacted]@bp.com>; Nickson, Ross <[Redacted]@uk.bp.com>
Subject: H2Teesside - SoCG Review - National Highways

Dear [Redacted]

Please see the attached Statement of Common Ground (SoCG) for National Highways. If by any chance you can review it and send your initial comments to us by COB Monday next week (September 18), it would be greatly appreciated. This would allow us to potentially incorporate your feedback before submitting to the Examining Authority for Deadline 1 on Tuesday (September 19).

We do understand this is very short notice if you are not able to provide comments, we will submit the version provided and will be happy to amend in any way you request along with updating on our progress for the next submission deadline.

Kind Regards,



[Redacted], MSc
Senior EIA Consultant, UK
M [Redacted] <[\[Redacted\]@aecom.com](mailto:[Redacted]@aecom.com)>

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