



## Meeting note

<b>Project name</b>	Zero Carbon Humber
<b>File reference</b>	N/A
<b>Status</b>	<b>Final</b>
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	1 December 2020
<b>Meeting with</b>	National Grid Carbon
<b>Venue</b>	Microsoft Teams
<b>Attendees</b>	<b>The Planning Inspectorate</b> <b>National Grid Carbon</b>
<b>Meeting objectives</b>	Project inception meeting
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). The Inspectorate explained that the publication of the meeting note could be delayed up to six months, if required by the developer for commercial confidentiality/ sensitivity reasons, or until a formal scoping request had been submitted. Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

### Project overview

National Grid Carbon (NGC) confirmed that it was part of the National Grid Group, but separate from the core National Grid businesses regulated by Ofgem. It also confirmed that it formed part of two consortiums (the Zero Carbon Humber consortium and the Northern Endurance Partnership) with the aim of achieving net zero carbon emissions in the Humber region. NGC highlighted its experience from involvement in previous carbon capture and storage (CCS) Nationally Significant Infrastructure Projects (NSIP) in the region including the White Rose project.

NGC provided an overview of the Proposed Development. The presentation included a brief explanation of the CCS process which the Proposed Development would offer and provided specific details about the infrastructure and licensing that would be required. NGC confirmed that the focus of its application would be on the terrestrial infrastructure in the Humber region comprising carbon dioxide and hydrogen transportation pipelines, enabling generators and emitters to connect. There would be both onshore and offshore elements, likely requiring Deemed Marine Licences (DMLs), as it related to river crossings.

NGC confirmed that the Proposed Development included both a CO<sub>2</sub> pipeline which would collect post-combustion carbon and a hydrogen pipeline to transport fuel. NGC enquired as to whether the same rationale could be applied to hydrogen pipelines as to CO<sub>2</sub> pipelines in developing its Development Consent Order (DCO). The

Inspectorate advised that definitive advice could not be given at this stage as hydrogen pipelines were a relatively new technology from a consenting perspective. The Inspectorate suggested that NGC seek an outline legal opinion as to how both elements could be consented, and advised that further policy advice would be sought.

The Inspectorate sought clarification as to whether the two pipelines constituted separate projects. NGC confirmed that the pipelines were independent save for their shared route and interaction in respect of the overall process lifecycle. The Inspectorate advised that it was possible that the project could be deemed two separate NSIPs, but that consent for two NSIPs can be provided under one DCO. The Inspectorate also sought clarification on anticipated working widths as it related to two separate but parallel pipelines.

The Inspectorate sought clarification regarding how the Applicant would approach the connection interface between CO<sub>2</sub> generator sites and the pipeline route and what consideration the Applicant had given to future connections and pipeline capacity. NGC stated that it was still considering these matters.

NGC advised that it remained the Endurance carbon store leaseholder and part-licence holder with the Oil and Gas Authority. The pending application for the Hornsea Four offshore wind farm was deemed to interface with the Endurance carbon store due to overlapping leases. This was in the process of being resolved. It was also established that it would be likely that the cable and pipeline routes for Hornsea Four and the Endurance carbon store would overlap.

NGC confirmed that it may be possible for other projects to utilise its pipeline network in the future.

### **Project timeline**

Routing and siting feasibility were confirmed to be progressing; however, the overarching project timeline was deemed to be dependent on several external factors. Ultimately NGC anticipated that the non-statutory consultation would be undertaken in 2021/ 2022 with the associated surveys and Environmental Statement completed in parallel. The DCO application submission and associated determination is anticipated in 2023/ 2024. NGC advised that permitting in relation to the Northern Endurance Partnership would be sufficiently advanced to provide confidence of a full chain scheme. The Endurance carbon store lease and licence are in place to this effect.

NGC advised that it was aiming to set up its project email account and freephone number by the end of 2020, but that the Zero Carbon Humber consortium website was already accessible (<https://www.zeroarbonhumber.co.uk/>). NGC also expected the timeline for obtaining consents/ permits for the offshore components to correlate with the overarching project timeline.

The regularity of future engagement from the Inspectorate was discussed, and it was established that regular meetings would be mutually beneficial. The Inspectorate advised that once the project page was set up on the National Infrastructure Planning website, a case manager would be allocated to the project to lead on the Pre-application stage. The case manager would then be able to arrange regular meetings.

### **Specific decisions/ follow up required**

The following actions were agreed:

- The Inspectorate agreed to provide NGC with the list of information required in order to set up a project page on the National Infrastructure Planning website. NGC agreed to populate this list and return it to the Inspectorate.