

APPLICATION COVER LETTER

HyNet Carbon Dioxide Pipeline DCO

Planning Act 2008

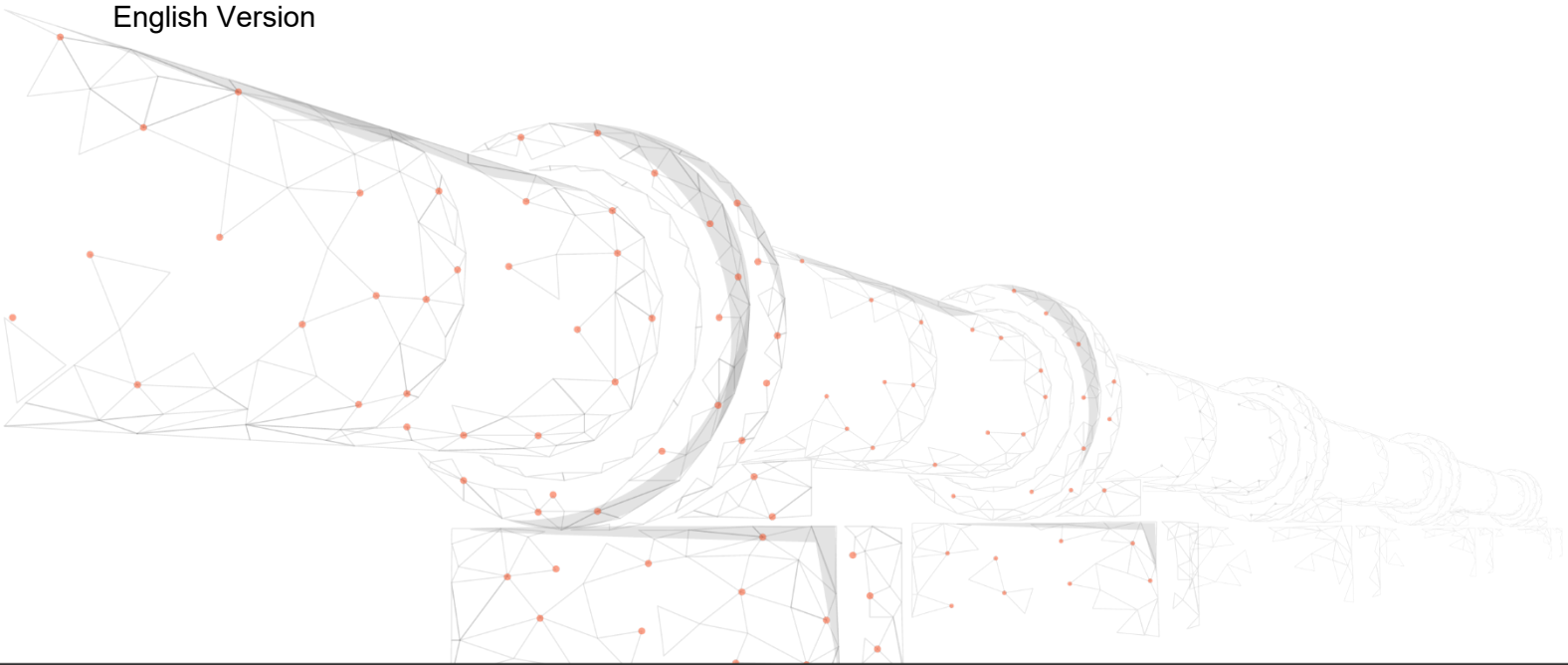
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 –
Regulations 5(2)(q)

Document Reference Number D.1.1

Applicant: Liverpool Bay CCS Limited

Inspectorate Reference: EN070007

English Version



REVISION: A

DATE: September 2022

DOCUMENT OWNER: WSP UK Limited

PUBLIC

K-J Johansson
Case Manager
The Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Registered Office
Liverpool Bay CCS Ltd
Eni House, 10 Ebury Bridge Road
London SW1W 8PZ
Tel: +44 (0) 20 7344 6000

30 September 2022

Dear K-J,

HyNet Carbon Dioxide Pipeline DCO Application (PINS Reference: EN070007)

Please find enclosed an application (the Application) submitted by Liverpool Bay CCS Limited (the Applicant) for a Development Consent Order (DCO). The Application is submitted to the Secretary of State (the SoS) for Business, Energy and Industrial Strategy (BEIS), under Section 37 of the Planning Act 2008 (the PA2008). Terms defined in the Glossary (**Document reference D.1.7**) shall have the same meanings in this letter, unless expressly given a different meaning.

The Application proposes the delivery of a Carbon Dioxide (CO₂) pipeline and related infrastructure. This is a Nationally Significant Infrastructure Project (NSIP) as defined under section 14(1)(g) of the PA2008 and meets the relevant qualifying criteria in section 21(1) of the PA2008. The CO₂ pipeline and related infrastructure for which the DCO is sought is set out below and referred to throughout the Application as the 'DCO Proposed Development'.

The DCO Proposed Development forms part of HyNet North West (the Project), which is a hydrogen supply and Carbon Capture and Storage (CCS) project. The DCO Proposed Development will reduce CO₂ emissions from industry, homes and transport and support economic growth in the North West of England and North Wales. It is a critical component of the Project which, by facilitating the transportation of CO₂, underpins the decarbonisation of the rest of the Project. The hydrogen production and CO₂ capture and storage elements of the Project do not form part of this Application and will be delivered under separate consenting processes.

The DCO Proposed Development will facilitate the delivery of the Project by providing the infrastructure required for the transportation to storage of CO₂. It will also enable local carbon intensive industries to tie-in and reduce CO₂ emissions. In addition to this, the construction of the DCO Proposed Development has the potential to generate regional and national demand for construction, engineering and manufacturing skills which will contribute to the economic benefit of the Project.

The DCO Proposed Development will provide the infrastructure necessary to support the delivery of the wider Project, which will deliver a Gross Value Added (GVA) of £2bn for the North West region, £2.8bn for the UK as a whole and £37bn overall. This is in addition to a projected reduction of 10 million tonnes of CO₂ emissions a year by the early 2030s.

1. The DCO Proposed Development

The DCO Proposed Development lies within the administrative boundaries of Flintshire County Council in Wales, and Cheshire West and Chester Council in England and is the first DCO to cross the border between England and Wales. The majority of the Site lies within Flintshire County Council's administration. Please refer to the Location Plan (**Document reference D.2.1**) and associated Work Plans (**Document reference D.2.4**) for the indicative route of the DCO Proposed Development and the location/design of above ground infrastructure within the Order Limits.

A more detailed description of the Site and its surroundings is provided at **Chapter 3** of the Environmental Statement (ES) (**Document reference D.6.2.3**).

The Application seeks consent for the construction, operation and maintenance of the following components which are part of the DCO Proposed Development.

- **Ince Above Ground Installation (AGI) to Stanlow AGI Pipeline** – a section of new underground onshore pipeline (20" in diameter) to transport CO₂;
- **Stanlow AGI to Flint AGI Pipeline** – a section of new underground onshore pipeline (36" in diameter) to transport CO₂;
- **Flint AGI to Flint Connection Pipeline** – a section of new underground onshore pipeline (24" in diameter) to transport CO₂;
- **Flint Connection to Point of Ayr (PoA) Terminal Pipeline** – a section of the existing Connah's Quay to Point of Ayr (PoA) underground onshore pipeline (24" in diameter) which currently transports natural gas but will be repurposed and reused to transport CO₂. This section of the Connah's Quay to PoA Pipeline is referred to in the ES as the Flint Connection to PoA Terminal Pipeline. Construction along the Flint Connection to PoA Terminal Pipeline will be limited to works associated with connecting it to:
 - The Flint AGI to Flint Connection Pipeline (included within the scope of the ES);
 - The three Block Valve Stations (BVSs) via installation of small sections of Tie-In pipeline (included within the scope of the ES); and
 - The PoA Terminal (subject to approval of the TCPA Proposed Development so are not included within the scope of the ES but assessed in Chapter 19 of the ES (**Document reference: D.6.2.19**));
- **Four AGIs** - Ince AGI, Stanlow AGI, Northop Hall AGI, and Flint AGI;
- **Six BVSs** -
 - Three BVSs along the Stanlow AGI to Flint AGI Pipeline;

- Three BVSs along the existing Flint Connection to PoA Terminal Pipeline;
- Other above ground infrastructure, including Cathodic Protection (CP) transformer rectifier cabinets and pipeline marker posts;
- Utility connection infrastructure, including power utilities and fibre optic cable;
- Temporary ancillary works integral to the construction of the DCO Proposed Development, including Construction Compounds and temporary access tracks.

The majority of the pipeline will be constructed via open trench methods, with trenchless methods used at larger or more complex road, rail and water crossings in order to avoid disruption. There are numerous trenchless methods which could be employed, depending on the ground conditions and other local constraints. Typical tunnelling techniques include Horizontal Directional Drilling, Guided Auger Bore and Unguided Auger Bore, and Pipe Jacking.

Temporary infrastructure will be required to install the DCO Proposed Development. This is proposed to include seven Centralised Compounds at strategic locations along the DCO Proposed Development construction corridor. The Centralised Compounds will be used for pipe storage, machinery storage, plant areas and installation equipment, in addition to providing offices and welfare facilities for workers. Access tracks will also be installed to link to the construction corridor and support pipeline installation. The Centralised Compounds will remain in place for the duration of the construction phase of the DCO Proposed Development. There will also be smaller localised facilities at specific locations such as AGIs, BVSs and more complicated crossings, which will be assembled and disassembled as and when required.

Permanent infrastructure will be required to facilitate construction, operation and decommissioning of the DCO Proposed Development. Four AGIs, which are designed specifically for each location, will be installed, and shall provide connection points for the local CO₂ emitters to tie-in. There will also be six BVSs of standard design at various locations along the Stanlow AGI to Flint AGI Pipeline and Flint Connection to PoA Terminal Pipeline. The BVSs will not be manned and will be monitored and controlled remotely.

It is expected that the construction of the DCO Proposed Development will be executed by multiple teams working at multiple locations at any given time. The intention is to shorten overall construction time without triggering intense construction activity and high traffic volumes.

Other components also form part of the onshore CCS infrastructure but will be delivered under separate consenting routes where relevant. Works to the existing PoA Terminal, including demolition and/or removal of redundant natural gas infrastructure and installation of new assets to enable the compression of CO₂ will be delivered under a Town and Country Planning Act 1990 (TCPA) application.

2. Environmental Impact Assessment

The DCO Proposed Development requires an Environmental Impact Assessment (EIA) to be carried out. Consequently, the Application includes an Environmental Statement (ES) that reports the findings of the EIA undertaken. The EIA has been carried out, and the ES prepared, in accordance with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

The ES comprises the following documents, which form part of the Application:

- ES Volume 1: Non-Technical Summary – **Document reference D.6.1;**
- ES Volume 2: Chapters – **Document reference D.6.2;**
- ES Volume 3: Appendices - **Document reference D.6.3;**
- ES Volume 4: Figures– **Document reference D.6.4**

3. Application Submission and Support

The Application Guide (**Document reference D.1.2**) and the Application Document Tracker (**Document reference D.1.3**) have been provided to assist in navigation of the Application. The Application Document Tracker is a live document which will be updated as required throughout the examination period of the application. The Section 55 checklist (**Document reference D.1.5**) sets out how the Application complies with the requirements in section 55 of the PA2008. There are further documents within Volume 1 (Category 1 Documents) which are intended to support the assessment of the Application.

The draft DCO (**Document reference D.3.1**) seeks powers of compulsory acquisition of interests and rights in land (including new rights) within the Order Limits to enable the DCO Proposed Development to be constructed, operated and maintained. The provisions relating to compulsory acquisition are set out at Part 5 'Powers of acquisition' (Articles 23 to 36) and Schedules 7, 8 and 9 of the draft DCO. The draft DCO also includes references to the following supporting plans:

- Location Plan (**Document reference D.2.1**) – Shows the extent of the land required for the DCO Proposed Development within the Order Limits;
- Works Plans (**Document reference D.2.4**) - Shows the Order Limits and identifies the locations and areas (the Works Nos. areas) within which each of the main elements of the DCO Proposed Development will be constructed and installed;
- Crown Land Plans (**Document reference D.2.3**) – Identifies any Crown Land within the Order Limits;
- Land Plans (**Document reference D.2.2**) – Identifies any land over which it is proposed that compulsory acquisition be exercised, including any land where private rights are proposed to be extinguished.

Provisions relating to compulsory acquisition are explained in the Explanatory Memorandum (**Document reference D.3.2**). The Explanatory Memorandum also explains the purpose and effect of each article and schedule of the draft DCO, as required by Regulation 5(2)(c) of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. It justifies the inclusion of relevant articles and requirements, including setting out the legal powers which enables the SoS to include certain provisions. It has been prepared with regard to PINS Advice Note 13 (2019).

A Book of Reference (**Document reference D.4.3**) has been prepared in support of the Application. It corresponds with the Land Plans (**Document reference D.2.2**) and Crown Land Plans (**Document reference D.2.3**) and identifies all parties who own or occupy land and / or have an interest in or right over the land affected by the DCO Proposed Development, and / or who may be entitled to make a 'relevant claim' to the land included within the Order Limits, as defined in Section 57 of the PA2008.

Any requirements for compulsory acquisition are justified within the Statement of Reasons (**Document reference D.4.1**). The Statement of Reasons explains that there is a case of public interest which would justify the Applicant's exercise of powers of compulsory acquisition to permanently acquire land and rights, to extinguish rights, and to use land temporarily to enable the Applicant to construct, operate and maintain the DCO Proposed Development. This should be considered in conjunction with the Funding Statement (**Document reference D.4.2**) which explains how the DCO Proposed Development will be funded, including the funding of any compulsory acquisition of land.

The Applicant has extensively consulted throughout the pre-application stage of the DCO Proposed Development. This has included a non-statutory consultation, a statutory consultation and three rounds of targeted consultation in accordance with sections 42, 47 and 48 of the PA2008. The approach, responses and results of these consultations can be found within the Consultation Report and associated appendices (**Document reference D.5.1**).

The functional need that exists for the DCO Proposed Development is detailed within the Needs Case (**Document reference D.5.5**), which details the environmental, social and economic benefits of the DCO Proposed Development. Compliance with the relevant National Policy Statements (NPS) and other important and relevant matters such as UK and Welsh energy and climate change policy, other national planning policies and the statutory development plan is set out in the Planning Statement (**Document reference D.5.4**).

Confidential Documents

The following documents within the DCO Proposed Development submission are Confidential:

- **D.6.3.9.1** Appendix 9.1 Habitats and Designated Sites Survey Report
- **D.6.3.9.7** Appendix 9.7 Barn Owl Survey Report

This means all plans, drawings, renderings, reports and analyses, whether written or conveyed orally, related to the Applicant and the Project are provided to the Inspectorate and are for the purposes of supporting the assessment.

4. Application Fee and Further Correspondence

A BACS transfer of £7,488 has been made to PINS on Monday 26 September 2022.

If you have any queries about the Application please do not hesitate to get in contact.

Yours sincerely

Martin Currie
Director, Liverpool Bay CCS Ltd