

# Meeting note

<b>Project name</b>	Peak Cluster CCS Pipeline
<b>File reference</b>	EN0710001
<b>Status</b>	Final
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	1 July 2024
<b>Meeting with</b>	Progressive Energy (The Applicant)
<b>Venue</b>	Microsoft Teams
<b>Meeting objectives</b>	Project Update 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). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

## Project update

The Applicant confirmed that Sigma Roc have now joined the project as a new partner. Sigma Roc are a lime and industrial limestone group. The Applicant also confirmed changes to anchor emitters and additional emitters. The Applicant outlined its pipeline route options, which both run past the Lostock Energy from Waste plant and can be connected to it at a future date.

The Applicant confirmed that the pipeline will connect to a number of emitters in the Peak District including the Aggregate Industries cement plant, the Sigma Roc Hindlow and Tunstead lime plants, the Lhoist Hindlow lime plant, the Tarmac Tunstead and the Breedon Hope cement plant.

The Inspectorate asked if the Applicant's Development Consent Order (DCO) Limits will end at Ellesmere Port, or whether it will extend into the sea. The Applicant confirmed that it has considered routes to connect both onshore and offshore elements, however the offshore elements will fall to be considered under a different consenting regime.

The Applicant added that the pipeline will connect to the Morecambe Net Zero gas store, in the Irish Sea. The Applicant also confirmed that a Memorandum of Understanding was signed between Spirit Energy and Peak Cluster in September 2023.

The Inspectorate asked the Applicant where the gas store is located, in relation to the proposed Morecambe Offshore Wind Project. The Applicant confirmed that it was not aware of any overlap with the offshore wind project but that each offshore wind project in the area and their onshore connections have been considered in the routing study.

The Inspectorate asked the Applicant if it had considered oil and gas infrastructure in the area. The Applicant responded that it does not consider that boundaries overlap with the former gas field boundaries.

### **DCO scope and related consents**

The Applicant confirmed that its DCO scope includes the Nationally Significant Infrastructure Project, and Associated Development which includes above ground installations, block valves for safe operation, and capture equipment to decarbonize industrial sites. The Applicant stated that it will deliver all necessary environmental mitigation as well as biodiversity and net gain commitments.

The Applicant stated that it is awaiting confirmation on the scope of the Network Exchange Point (NEP), the Coastal Compression Station, the Underground pipeline from NEP to Mean Low Water Springs and the Marine License, and are currently in discussions with Spirit Energy on these matters and hope to have more clarity within the next few months.

### **Routing study**

The Applicant outlined its Strategic Options Appraisal, which considers changes to capture plants and NEP and determine an appropriate landfall zone. The Applicant added that a GIS routing tool was used to identify the least constrained corridors, and that they had conducted an expert review of corridors selected, sensitivity testing, site visits and a constructability review.

The Applicant stated that it had now identified two route options running south of Lostock, with a landfall site that had room for maneuvering. The Applicant confirmed that the opportunity corridor for the western part of the pipeline had been confirmed but that the eastern corridor had two main options.

### **Stakeholder engagement**

The Applicant stated that stakeholder engagement was continuing with the Department for Energy Security and Net Zero, the National Infrastructure Commission, the Peak District National Park Authority, relevant local planning authorities, the East Midlands Combined Authority, Natural England, Historic England and CPRE, the countryside charity. The Applicant also stated that engagement was continuing with local groups such as Transition Northwich, North Cheshire Chamber of Commerce, Cauldon Community Liaison, Macclesfield College and Buxton and Leek College.

### **Schedule**

The Applicant stated that it will be conducting early stakeholder engagement and completing its routing study in Q3 2024, and in Q4 2024 will be continuing with stakeholder engagement, conducting phase 1 surveys and identifying land interests. The Applicant added that in Q1 2025 it will commence with EIA scoping, public consultation, environmental surveys, land negotiation and negotiation, and from Q2 to Q4 2025 it will continue with environmental surveys, land engagement and negotiation, and will prepare a Preliminary Environmental Impact Report.

### **PINS Service Tier**

The Applicant notified the Inspectorate that it envisages the appropriate level of pre-application service to either be standard or enhanced, and that the fast-track service is

unlikely to be appropriate, with timing for 1 October 2024, around the Special Purpose Vehicle formation of the Applicant company.

The Applicant asked the Inspectorate if it would be possible to start on the standard service then change to enhanced at a later date. The Inspectorate responded that the Pre-application prospectus does allow for movement between tiers, subject to appropriate notification period (three months), but advised that a fast-track service is unlikely to be suitable for this project due to its complexity.

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

The following actions were agreed:

- The Applicant and the Inspectorate to agree on a following meeting in September or October 2024.