

Representation in relation to the York Potash Harbour DCO Change Notice

This representation is made in response to the Notice of Application to make a Non-Material Change to the York Potash Harbour Facilities Order 2016 (S.I.2016 No 772). It is submitted on behalf of Net Zero Teesside Power Limited (NZT Power) and Net Zero North Sea Storage Limited (NZNS Storage) who are the applicants promoting the Net Zero Teesside Project (NZT).

The NZT Project will be the UK's first commercial scale, full chain Carbon Capture, Usage and Storage (CCUS) project, and has the potential to capture up to 10 million tonnes (Mt) of carbon dioxide (CO₂) emissions per year, the equivalent to the annual energy use of up to 3 million homes in the UK. NZT will therefore make a significant contribution toward the UK reaching its net zero greenhouse gas emissions target by 2050.

NZT will comprise a number of elements, including

- 1) a new gas-fired power station with state-of-the art carbon capture technology located on the Teesworks site (the ex-Redcar steel works), and associated gas, water, electricity and other connections;
- 2) a compression facility (also located on the Teesworks site) and CO₂ export pipeline; and
- 3) a CO₂ gathering network proposed to run from Billingham, north of the River Tees, through the Seal Sands industrial area, across the River Tees and up to the compression facility.

CO₂ from the power station, as well as from a cluster of local industries on Teesside, will be captured through the CO₂ gathering network, compressed and exported (via a pipeline) for permanent storage under the North Sea.

The NZT Project requires a development consent order. Several stages of consultation were carried out between 2019 and early 2021 and the NZT DCO Application was submitted in July 2021. It is currently in the pre-examination phase. Copies of the Site Location Plan Key Plan and Site Location Plan submitted as part of the NZT DCO Application are enclosed.

As a result of design development and local engagement the NZT Project Applicants are in the process of carrying out their own consultation on proposals to submit a change request to the Planning Inspectorate. The changes being consulted on would reduce optionality and refine the land areas within the Order limits. It is anticipated that the formal application to change the NZT DCO Application will be made to the Planning Inspectorate at the end of April 2022.

There are a number of areas in which the NZT Project and the Woodsmith Project overlap. Based on the two projects and the relevant DCOs / planning permissions (those granted to Anglo American and the DCO sought by NZT Power / NZNS Storage), there is a large amount of land overlap between the two projects. These are within the areas shown on Sheets 3 and 4 of the enclosed Site Location Plans, and in summary are:

- on the south bank of the River Tees near Dabholm Gut;
- on areas of the Teesworks site;
- at the Redcar Bulk terminal jetty; and

- local roads and existing electrical infrastructure.

It is likely that construction works for the two projects will occur within these areas at the same time, and that both projects will then co-exist throughout their operational and decommissioning phases.

Comments on the Non-Material Change sought to the York Potash Harbour Facilities Order 2016

NZT Power and NZNS Storage have no objection in principle to the changes being sought with regard to the construction schedule for the Woodsmith Project, as proposed by separating it into Phase 1a and Phase 1b. It is however essential that the Woodsmith Project does not prevent or unreasonably prejudice the ability to construct and operate another nationally significant infrastructure project, being the NZT Project. It follows that any powers in the York Potash Harbour Facilities Order 2016 that will exist as a result of any amendments to it must also take this into account.

During the past 12 months there have been regular discussions between the NZT Project team and the Woodsmith Project team regarding the physical interfaces, and the programme and other potential interactions that exist between both projects.

During the discussions the overlapping areas have been further defined into a number of key areas and the compatibility of the two schemes has been discussed, with a number of solutions offered by both parties. Whilst some detail has still to be worked out, including integration of both project schedules, both parties are actively working to deliver an agreement and mutually acceptable protective provisions that ensures that both projects can proceed unhindered and with certainty. The DCO sought by NZT Power and NZNS Storage in its DCO Application includes protective provisions for the benefit of the Woodsmith Project, and also protective provisions for the benefit of the NZT Project.

The non-material change as proposed does not appear to raise any additional issues to those already under discussion in relation to the NZT DCO.