

HYNET CARBON DIOXIDE PIPELINE DCO CONSULTATION REPORT (VOLUME V)

HyNet Carbon Dioxide Pipeline DCO

Planning Act 2008 Section 37(3)(c) and Section 37(7)

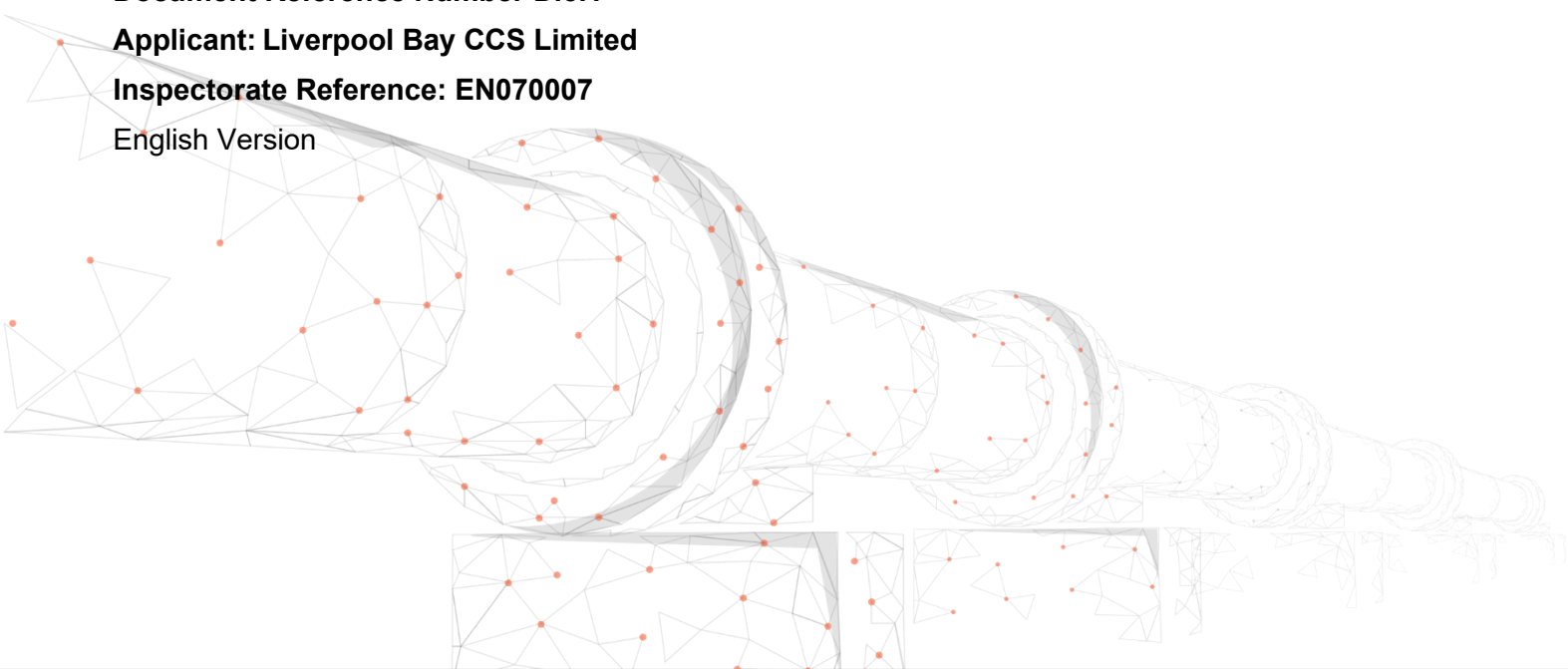
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EXECUTIVE SUMMARY

Purpose of the Consultation Report

This Consultation Report is Liverpool Bay CCS Limited's (the Applicant) report on the pre-application consultation work undertaken for the carbon dioxide (CO₂) pipeline (the Development Consent Order (DCO) Proposed Development) for the HyNet Project. The DCO Proposed Development falls under the definition of a Nationally Significant Infrastructure Project (NSIP) and therefore is subject to the process and requirements set out in the Planning Act 2008 (as amended) (PA 2008). The Application will be decided by the Secretary of State for Business, Energy and Industrial Strategy (BEIS) via the Planning Inspectorate (the Inspectorate).

Having considered the feedback received in response to statutory and non-statutory consultation, the Applicant considers that appropriate information was provided at each stage of the consultation process to enable consultees to respond. The Applicant also considers that the information provided was in accordance with the Statement of Community Consultation (SoCC), the requirements of the PA 2008 and the Infrastructure Planning (Environmental Impact Assessment) Regulations (2017), relevant Government guidance and the Inspectorate advice notes. The Applicant has carefully reviewed and had regard to the responses made during the statutory consultation in accordance with Section 49 of the PA 2008.

Context

HyNet is the UK's leading industrial decarbonisation project that will support the UK to unlock a low carbon future.

By 2030, HyNet will reduce CO₂ emissions by 10 million tonnes each year – the equivalent of taking 4 million cars off the road - whilst providing low carbon power for industry and transport, and low carbon heating for homes and businesses.

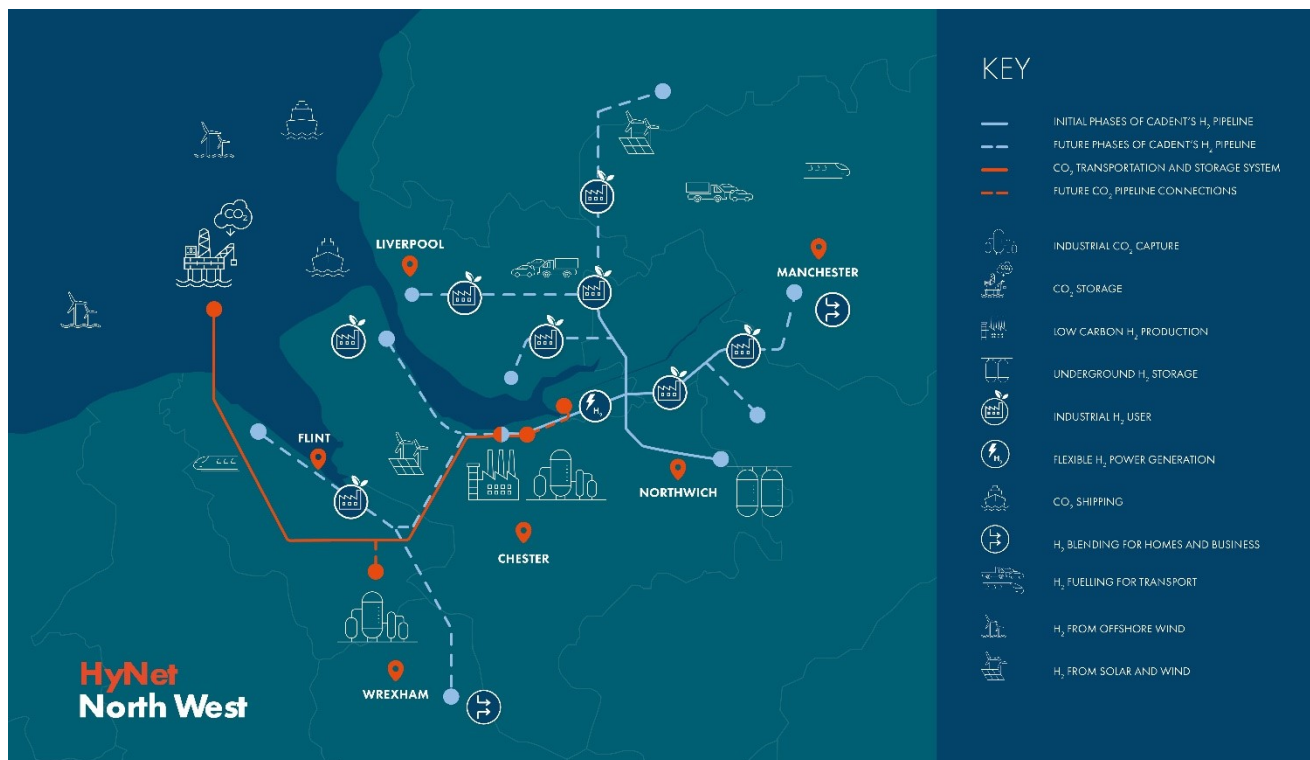


Figure 1 - HyNet Infrastructure Overview

HyNet will deliver infrastructure to capture and lock away carbon emissions, including a new underground CO₂ pipeline from Cheshire, England to Flintshire, Wales with necessary Above Ground Installations (AGI's) and Block Valve Stations (BVSs), which this DCO is the subject of. **Figure** shows how HyNet's infrastructure will include the production, transport and storage of low carbon hydrogen.

Consultations

Five consultations were held on the DCO Proposed Development. A non-statutory consultation was held in Summer 2021, followed up by a statutory consultation in early 2022 and three targeted consultations in Summer 2022.

The non-statutory consultation ran for 32 days, from 9 June 2021 to 11 July 2021. The scope of this consultation was to introduce the DCO Proposed Development, including route options, to stakeholders and communities. In particular, the consultation asked for views on two potential routes for the CO₂ pipeline, with the outcome informing which route would be taken forward into statutory consultation as the preferred route.

The statutory consultation ran from 9 February 2022 to 22 March 2022 (41 days). It provided detailed information on the DCO Proposed Development ahead of submission of the application for development consent. A SoCC was prepared for the DCO Proposed Development. In accordance with Section 47(2) of the PA 2008, the Applicant consulted with the relevant local authorities on the content of the SoCC. The statutory public consultation was undertaken in accordance with the final SoCC.

The Applicant received 108 responses during the two consultation periods (24 during the non-statutory consultation and 84 during the statutory consultation).

HyNet CO₂ PIPELINE

Based on the results of consultation feedback, ongoing work, including surveys and design iterations, resulted in further changes to the DCO Proposed Development. These were consulted upon in three rounds of targeted consultations. 24 changes were identified in the first round, which ran from 17 June 2022 to 19 July 2022, with a further 6 changes in the second round, which ran from 25 June 2022 to 25 July 2022, and 5 final changes in the third round of targeted consultation, which ran from 22 July 2022 to 19 August 2022, a total of 35 changes overall.

Impact of Covid-19

Due to the pandemic caused by Covid-19, restrictions were in place at the time of the non-statutory consultation in 2021. As a result, the Applicant adopted a digital approach to the consultation. This digital approach included a dedicated online consultation hub and online interactive sessions. The easing of Covid-19 restrictions enabled the Applicant to adopt a hybrid approach for the statutory consultation in 2022, which combined the online sessions and consultation hub with in-person events.

1. INTRODUCTION

1.1. OVERVIEW

- 1.1.1. This Consultation Report has been prepared on behalf of Liverpool Bay CCS Limited ('the Applicant') to support an application ('the Application') for a Development Consent Order ('DCO') that has been submitted to the Secretary of State ('SoS') for Business, Energy and Industrial Strategy ('BEIS') under Section 37 of the Planning Act 2008 (as amended) ('the PA 2008'). The Application is in respect of the DCO Proposed Development.

1.2. PURPOSE OF THE REPORT

- 1.2.1. This Consultation Report details how the Applicant has complied with the provisions of the PA 2008 and associated legislation in relation to pre-application consultation for the DCO Proposed Development.
- 1.2.2. The Consultation Report has been prepared in accordance with Section 37(3)(c) and Section 37(7) of the PA 2008, and sets out the approach taken regarding:
- Statutory consultation (in order to comply with Sections 42, 47 and 48 of the PA 2008) that has taken place during the development of the DCO Proposed Development, how the consultation responses have been taken into account (pursuant to Section 49 of the PA 2008) and how this has shaped the Application; and
 - Non-statutory 'informal' consultation that has been undertaken on the DCO Proposed Development, which has also affected the development of the DCO Proposed Development and the Application.

1.3. STRUCTURE OF THE REPORT

- 1.3.1. The Consultation Report is structured into sections, as below:
- **Chapter 1:** Introduces the Consultation Report and its structure.
 - **Chapter 2:** Provides an overview of the Applicant. It also introduces the HyNet project and provides an overview of the project's development to date.
 - **Chapter 3:** Provides a summary of the Applicant's approach to pre-application consultation, the development of the SoCC, an overview of the non-statutory and statutory consultation periods and engagement for the DCO Proposed Development. Additionally, it shows how the Applicant has complied with statutory requirements and the Inspectorate's guidance.

- **Chapter 4:** Gives an account of the non-statutory consultation held from 9 June to 11 July 2021. It details the consultation activities undertaken, representations received, and the Applicant's response to these representations.
- **Chapter 5:** Provides an overview of activities undertaken in advance of, and alongside, the statutory consultation, including the development of the SoCC.
- **Chapter 6:** Gives an overview of the statutory consultation held from 9 February to 22 March 2022.
- **Chapter 7:** Summarises the responses received during the statutory consultation period, how regard has been had to these and the changes that were made as a result.
- **Chapter 8:** Gives an overview of the further, targeted consultation, the responses received during this consultation period, how regard has been had to these and the changes that were made as a result.
- **Chapter 9:** Provides an overview of the consultation that was held as part of the Environmental Impact Assessment (EIA) process.
- **Chapter 10:** Sets out the conclusions of the Consultation Report.

1.3.2.

The appendices are structured into sections, as below:

- **Appendix A – Meetings with Stakeholders:** Summarises all meetings held with statutory stakeholders before, during, and after the statutory consultation.
- **Appendix B – Section 46:** Provides the Section 46 letter and acknowledgement receipt from the Planning Inspectorate for England.
- **Appendix C – Pre-consultation Materials:** All materials which were published before the statutory consultation, including the early engagement and non-statutory report and materials.
- **Appendix D – SoCC:** Provides all materials relating to the SoCC.
- **Appendix E – List of Prescribed Consultees and Land Interests identified and consulted during statutory consultation:** Provides a list of all the stakeholders who were contacted as part of the planning application.
- **Appendix F – Section 42 (1)(a), Section 42 (1)(b), and Section 42(1)(d) letters and responses:** Details the letters sent and the responses given for statutory stakeholders.
- **Appendix G – Section 47 Materials:** Provides all material which was used to promote the statutory consultation.
- **Appendix H – Section 47 and Section 48 notices and newspaper published notices:** Provides copies of all the newspaper notices.
- **Appendix I – Land Referencing Methodology:** Provides all information relating to land referencing.

- **Appendix J** – Preliminary Environmental Information Report (PEIR) – Non-technical Summary: Provides a non-technical summary of the PEIR.
- **Appendix K** –Undelivered Correspondence: Outlines any non-delivered correspondence the Applicant had and how this was addressed actioned.
- **Appendix L** – Targeted Consultation – Provides materials used in targeted consultation.

2. PROJECT OVERVIEW

2.1. ABOUT THE APPLICANT – LIVERPOOL BAY CCS LIMITED

- 2.1.1. The Applicant was incorporated in 2021 and is 100% owned by the Eni SpA group.
- 2.1.2. Supported by Progressive Energy Limited, the Applicant is leading the development of the DCO Proposed Development.

2.2. ABOUT HYNET

- 2.2.1. HyNet is the UK's leading industrial decarbonisation project that will unlock a low carbon future.
- 2.2.2. By 2030, HyNet will prevent more than 10 million tonnes of harmful CO₂ emissions per year – the same as taking 4 million cars off the road - while providing low carbon power for industry and transport, alongside low carbon heating for homes and businesses.
- 2.2.3. The HyNet project will provide infrastructure to capture and lock away carbon emissions. It will also deliver the infrastructure the UK requires to produce, transport and store low carbon hydrogen.
- 2.2.4. Eni UK Limited is the current holder of the CO₂ appraisal and storage licence CS004 in respect of the Liverpool Bay fields. Eni UK Limited is an affiliate of the Applicant and this licence is intended to be transferred to the Applicant.
- 2.2.5. Other key partners leading on different aspects of the wider HyNet ambition (which are not part of the DCO Proposed Development) include:
- Cadent, who will lead the development of the hydrogen network to transport hydrogen to local industry;
 - INOVYN, who will convert its salt caverns to store low carbon hydrogen to give security of energy supply and ensure the network has resilience to withstand daily and seasonal variations in demand;
 - Essar Oil UK, owner of Stanlow Refinery, who will capture CO₂ from processes within their refinery;
 - Vertex Hydrogen, who will produce low carbon hydrogen based at the Stanlow site; and
 - Numerous emitters of CO₂, located across the North West of England and North Wales, who will connect to the pipeline.
- 2.2.6. HyNet's approach is supported by the UK Government ('the Government'), the Welsh Government, local industry, and local authorities. In November 2021, the Government awarded the project Track 1 Industrial Cluster status, meaning it can begin decarbonising industry from 2025.

- 2.2.7. HyNet was previously known as HyNet North West. It should be noted that where HyNet North West appears within materials, this is the same project now known as HyNet.

2.3. ABOUT THE CO₂ PIPELINE

- 2.3.1. The Applicant intends to build and operate a new underground CO₂ pipeline from Cheshire, England to Flintshire, Wales with necessary Above Ground Installations (AGI's) and Block Valve Stations (BVSs). It is classed as a Nationally Significant Infrastructure Project (NSIP) and will require a DCO under the PA 2008 decided by the Secretary of State for Business, Energy and Industrial Strategy (BEIS) via the Planning Inspectorate ('the Inspectorate').
- 2.3.2. The DCO Proposed Development will form part of HyNet, which is a hydrogen supply and Carbon Capture and Storage (CCS) project. The goal of HyNet is to reduce CO₂ emissions from industry, homes and transport and support economic growth in the North West of England and North Wales. The wider project is based on the production of new low carbon hydrogen. It includes the development of a new hydrogen production plant, hydrogen distribution pipelines, hydrogen storage and the creation of CCS infrastructure. CCS prevents CO₂ entering the atmosphere by capturing it, compressing it and transporting it for safe, permanent storage.
- 2.3.3. The DCO Proposed Development is a critical component of HyNet which, by facilitating the transportation of carbon, enables the rest of the HyNet project to be low carbon. The hydrogen production and CO₂ capture and storage elements of the project do not form part of the DCO Proposed Development and will be delivered under separate consenting processes.
- 2.3.4. The DCO Application will seek consent for the construction, operation and maintenance of the following components which are part of the DCO Proposed Development, namely:
- **Ince 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 pipeline** – a section of existing Connah's Quay to Point of Ayr (PoA) underground onshore pipeline (24" in diameter) which currently transports natural gas but will be repurposed to transport CO₂ as part of the DCO Proposed Development. Minimal physical works will be required to facilitate the repurposing, which include minor works at each end of the pipeline, and the construction of three new BVSs along the existing onshore pipeline;

- **Four AGIs:** Ince AGI, Stanlow AGI, Northop Hall AGI, and Flint AGI.
- Six BVSs - located along:
 - The new Stanlow AGI to Flint AGI pipeline (three in total); and
 - The existing Flint Connection to PoA Terminal pipeline (three in total);
- 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 (FOC); and
- Temporary ancillary works integral to the construction of the CO₂ pipeline, including construction compounds and temporary access tracks.

2.4. SUMMARY OF HYNET PROJECT DEVELOPMENT

- 2.4.1. This section gives a summary of HyNet consultation and engagement activities from early development to project launch through to submission of the application for development consent.
- 2.4.2. HyNet was originated in 2016 as an innovation project, funded by Cadent and led by Progressive Energy. Following initial feasibility work, an origination study was published in August 2017. Subsequent engineering work was undertaken which led to a further 'pre-FEED' design and costing report being published in May 2018. This report was accompanied by two launch events in May 2018; one held in central Manchester for regional stakeholders with approximately 100 attendees and a further event in the House of Commons for political stakeholders.
- 2.4.3. Over the following 18 months significant stakeholder engagement took place with industry off-takers of hydrogen in addition to local, city and central Government. In October 2019, a further stakeholder event was held in Westminster, which attracted over 100 attendees. HyNet's activities for engagement commenced with an early engagement launch in October 2020, when a letter was sent to key stakeholders, alongside the vision brochure 'Unlocking net zero for the UK', which set out what the HyNet project will mean for the region, the country and local people.
- 2.4.4. The Applicant also sent a letter to relevant landowners of locations which would require ecological surveys on 25 February 2021 (see **Appendix C7 for the letter and C8 for stakeholder list**). The Applicant held meetings with Cheshire West and Chester Council (CWCC) and Flintshire County Council (FCC), throughout April 2021 to September 2022. In addition, the Applicant had meetings with various prescribed bodies (Section 42(1)(a)) from May 2021 to September 2022, including Natural England, Environment Agency, Natural Resources Wales, Dŵr Cymru Welsh Water (DCWW) and the Welsh Government.

- 2.4.5. The Applicant held a non-statutory consultation which ran from 9 June 2021 to 11 July 2021 (32 days), on two potential routes for the CO₂ pipeline. The outcome of the consultation led to the current route of the CO₂ pipeline being taken forward into statutory consultation as the preferred route. Further information on the non-statutory consultation is provided in **Chapter 4**. Statutory public consultation commenced on 9 February 2022 and ended on 22 March 2022 where views were sought on the preferred route. Details of the statutory consultation are contained in **Chapter 6**. Three further targeted consultations took place 17 June 2022 to 19 July 2022, 25 June 2022 to 25 July 2022 and finally 22 July 2022 to 19 August 2022 where 35 changes to the original design were outlined. Further information on this can be found in **Chapter 8**. The Applicant has had regard to the responses received in accordance with Section 49 of the PA 2008.
- 2.4.6. Sustained engagement with stakeholders has taken place throughout the HyNet project and will continue in the future. **Table 2.1** below shows key stages in the development of the project.

Table 2.1 - Key Stages of the Development

Date	Stage
2016 – 2017	HyNet Project Origination 'Liverpool – Manchester Hydrogen Cluster'
2016 – 2022	Evidence Development Programmes HyMotion HyDeploy HyNet Industrial Fuel Switching h21 Hy4Heat
2017 – 2018	HyNet Project Feasibility HyNet
2019	Pre-Feed HyNet Hydrogen Production Plant
2019	Pre-Feed HyNet CCS
October 2020	HyNet Project early engagement HyNet CO ₂ pipeline
2020 – 2021	Production: Feed/Consents HyNet Hydrogen Production Plant
2020 – 2023	Distribution: Consents

Date	Stage
	HyNet Hydrogen Production Plant
2020 – 2023	Feed/Consents HyNet CCS
April 2021 – September 2022	Meetings with local authorities HyNet CO ₂ pipeline, Flintshire County Council, Cheshire West and Chester Council
May 2021 – February 2022	Meetings with prescribed bodies HyNet CO ₂ pipeline
9 June 2021 – 11 July 2021	Non-statutory public consultation HyNet CO ₂ pipeline
9 February 2022 – 22 March 2022	Statutory public consultation HyNet CO ₂ pipeline
17 June 2022 – 19 August 2022	Targeted public consultation HyNet CO ₂ pipeline

3. APPROACH TO CONSULTATION AND ENGAGEMENT

- 3.1.1. The Applicant is committed to engaging with people and communities that are likely to be affected by the DCO Proposed Development. This includes raising awareness of the overall purpose and the development of the Applicant's proposals, as well as its benefits, in the long-term and short-term, locally and nationally.
- 3.1.2. To best achieve these aims, the Applicant's approach to consultation has been centred around raising awareness of the DCO Proposed Development and the HyNet project to reach and engage with as many people as possible, across a wide range of demographics.
- 3.1.3. The consultation strategy has been tailored to the local community, stakeholders and those likely to be affected by the DCO Proposed Development, developing activities to attract and engage a wide range of audiences.

3.2. SUMMARY OF PRE-CONSULTATION ENGAGEMENT ACTIVITIES

- 3.2.1. This section describes engagement activities that took place prior to the non-statutory consultation in June 2021.
- 3.2.2. Activities for engagement commenced in October 2020 with additional engagement activities detailed in **Table 3.1**.
- 3.2.3. Given the HyNet project's significance and its likelihood to attract attention from a wide range of stakeholders, pre-consultation engagement was very important. The core objectives of the pre-consultation engagement activities were to:
- Raise awareness of, and explain, the DCO Proposed Development and the role that the wider HyNet project can play in helping tackle climate change while supporting local communities and the economy of the wider region.
 - Foster effective engagement with stakeholders to help shape the DCO Proposed Development's design and development.
 - Generate interest in, and engagement with, the DCO Proposed Development and provide opportunities for people to have their say on it.
 - Clearly and simply explain the technicalities behind the DCO Proposed Development, so communities can make informed comments.
 - Ensure all communities, individuals and interested parties have equal opportunities to learn about the DCO Proposed Development and provide their views.
- 3.2.4. **Table 3.1** shows the engagement activities that commenced prior to the non-statutory consultation.

Table 3.1 - Summary of Pre-consultation Engagement Activities

Date	Activity	Details
May 2018	HyNet launch	A launch held in the Manchester Science Museum to which key stakeholders were invited. The elected Metro Mayors, Andy Burnham and Steve Rotherham (Manchester Combined Authority and Liverpool City Region respectively), spoke alongside HyNet project partners to over 100 guests.
June 2018	HyNet launch – House of Commons	A House of Commons Reception event to launch HyNet to political stakeholders including many MPs. Also in attendance were officials from BEIS, the Department for Transport and the Climate Change Committee.
October 2019	HyNet Westminster event	Over 100 guests from across industry, the media and politicians attended this event held at 1 Great George Street to hear presentations from BEIS, Eni, CF Fertilisers and Cadent.
13 October 2020	HyNet early engagement to introduce the proposals.	A letter was sent to the Section 42 stakeholders (list of Section 42 stakeholders contacted can be found in Appendix E4) updating them on the HyNet project, along with the vision brochure 'Unlocking net zero for the UK', which set out what the project will mean for the region, the country and local people. A copy of this letter can be found in Appendix C1 . The vision document can be found in Appendix C2 .

Date	Activity	Details
25 February 2021	Environmental survey letter	A letter was sent to landowners of areas which require environmental surveys informing them about the environmental survey work that was due to start in February 2021, explaining that landowners and occupiers would be contacted to arrange access to their land. A copy of this letter and a list of affected landowners is found in Appendix C7 and C8 .
April 2021 – September 2022	Meetings with Cheshire West and Chester Council (CWCC) and Flintshire County Council (FCC) involving multiple disciplines mainly planning, transport, ecology and heritage.	A copy of the schedule of these meetings can be found in Appendix A3 (CWCC) and Appendix A4 (FCC).
May 2021 – September 2022	Meetings with various prescribed bodies including; Natural England, Environment Agency, Natural Resources Wales, DCWW (Dŵr Cymru Welsh Water) and the Welsh Government. These meetings were held with multiple disciplines including Planning, Transport, Ecology, Heritage and Water Environment.	A copy of the schedule of these meetings can be found in Appendix's A5 to A11 .

3.3. SUMMARY OF NON-STATUTORY CONSULTATION ACTIVITIES

- 3.3.1. The Applicant held a non-statutory consultation on proposals for the DCO Proposed Development between 9 June and 11 July 2021. This consultation was held to:
- Introduce the DCO Proposed Development to local people and communities;
 - Raise awareness of, and understanding about, the DCO Proposed Development;
 - Understand, and take account of, the views of the public on the ambitions for the DCO Proposed Development; and
 - Explain the rationale behind the CO₂ pipeline's route options, along with their potential benefits.
- 3.3.2. As part of this consultation, the Applicant introduced an overview of the HyNet project, including the different route options for the CO₂ pipeline that had been identified during the development of the project. During the consultation, the Applicant captured feedback on the early proposals from the public and stakeholders, which helped inform the route options' designs.
- 3.3.3. Due to COVID-19 restrictions and government guidance, the non-statutory consultation was held online, via virtual events and the HyNet Hub [REDACTED], supported by postal information and a freephone telephone number to contact the team directly.
- 3.3.4. Hard copies of all consultation materials were available on request. The Applicant also encouraged people to respond to the consultation by requesting a feedback form or by sending a response to the freepost address.
- 3.3.5. Table 3.2 below provides an overview of the key activities delivered during the non-statutory consultation period. Further details are provided in **Chapter 4**.

Table 3.2 - Summary of Non-statutory Consultation Activities

Date	Activity	Details
9 June 2021	Stakeholder email	The Applicant sent emails and letters to stakeholders (a list of these can be found in Appendix E4) on 9 June 2021 to inform them of the non-statutory consultation and encourage them to provide their feedback on the proposals. A copy of these can be found in Appendix C5 .
9 June 2021	Community postal mail-out	The Applicant issued 9,942 letters to the local community on the CO ₂ pipeline proposals, introducing the HyNet project and encouraging participation in the consultation. These letters were sent to residents and business addresses within 500m of the proposed CO ₂ pipeline route options and the existing pipeline. A copy of the delivery area can be found in Appendix E5 . A copy of the postcard can be found in Appendix G9 .
June - July 2021	HyNet Hub	<p>The Applicant ensured the HyNet project's dedicated online consultation hub (www.hynethub.co.uk) was accessible for the duration of the consultation and remained available afterwards. The consultation hub contained:</p> <ul style="list-style-type: none"> • General information about the HyNet project; • Detailed information about the CO₂ pipeline route options and CCS; • An interactive map; • Copies of consultation materials, including brochure and factsheets; and • A survey form allowing site visitors to submit their views online. <p>Evidence of the above can be found in Appendix G15.</p>
June - July 2021	Online presentation	<p>The DCO Proposed Development team hosted three online interactive sessions via Zoom. The sessions took place on:</p> <ul style="list-style-type: none"> • Saturday 19 June, 2:30pm – 3:30pm. • Tuesday 22 June, 6pm – 7pm. • Thursday 1 July, 10am – 11am. <p>Each online interactive session featured a presentation from the team on the purpose of the consultation. This was followed by a question and answer (Q&A) session, where the public could ask the Applicant questions.</p> <p>A copy of this presentation can be found in Appendix G14.</p>

3.4. SUMMARY OF STATUTORY CONSULTATION ACTIVITIES

- 3.4.1. The Applicant held a statutory consultation on proposals for the CO₂ pipeline between 9 February and 22 March 2022.
- 3.4.2. This consultation aimed to make local people, communities, and stakeholders aware of the proposals for this part of the HyNet project (the DCO Proposed Development). This included the role it plays in the wider aims and ambitions of the project. It provided opportunities for all parties to have their say on these proposals and potentially, influence the design iteration.
- 3.4.3. As part of this consultation, the Applicant provided an overview of the HyNet project that included the preferred route which had been developed and refined following feedback from the non-statutory consultation.
- 3.4.4. **Table 3.3** provides an overview of key activities during the statutory consultation.

Table 3.3 - Summary of Statutory Consultation Activities

Date	Activity	Details
7 February 2022	Section 42(1)(a) and Section 42(1)(b) letters	The Applicant sent an email to all Section 42(1)(a) and Section 42(1)(b) stakeholders in accordance with Section 48 of the PA2008. The list of the stakeholders that this was sent to can be found in Appendices E1 and E2 . A copy of the letter can be found in Appendix F1 . The Applicant also sent emails to Section 42(1)(a) and Section 42(1)(b) consultees (where the email address was known) to inform them of the statutory consultation and encourage them to provide feedback on the Applicant's proposals. A copy of this email can be found in Appendix F1 .
February 2022	Section 42(1)(d) letters	The list of the Persons with an Interest in Land that this was sent to can be found in Appendices E3 and F4 .
7 February 2022	Section 46 letter	The Applicant sent a letter to the SoS to notify them of statutory consultation (see Appendix B1).
9 February 2022	Project newsletter	Newsletter regarding project updates emailed to all those who had subscribed via the project website Appendix G8 .
9 February 2022	Press release	The Applicant issued a press release to media organisations local to Wales the North West and nationally. The press release can be found in Appendix G7 , alongside the list of media organisations that it was sent to.
February 2022	Postcard door-dropped to 13,000 properties in the consultation zone	<p>The Applicant distributed an information postcard to every residential and business addresses in the consultation zone which consisted of buildings within 500m of the DCO Proposed Development. This contained:</p> <ul style="list-style-type: none"> • A brief description of their proposals; • Details on the ways in which recipients can get involved in the consultation; • The URL of the HyNet hub online consultation hub; • Contact details of the project team; • The dates and times of events and how to join them; and • The deadline for responses. <p>See Appendix G9.</p>
February & March 2022	Face-to-face consultation events	The project team hosted seven in-person consultation events, which featured a wide range of materials that aimed to help the public better understand the proposals. Information on when are where these took place can be found in Chapter 6 .
February & March 2022	Online presentation	The project team held three online interactive sessions over Zoom. Information on when these took place can be found in Chapter 6 and Appendix G14 .

3.5. COMPLIANCE WITH THE PLANNING ACT 2008

- 3.5.1. **Table 3.4** sets out how the Applicant has complied with the statutory requirements of the PA 2008.

Table 3.4 - How the Applicant has Complied with the Statutory Requirements of the PA 2008

Statutory Requirement	Activity Undertaken	Date Undertaken
Section 42: Duty to consult		
Did the Applicant consult the applicable persons set out in Section 42 of then PA 2008 about the proposed application?		
Section 42(1)(a) persons prescribed?	Yes. The consultees were written to at the commencement of the statutory consultation with consultation documentation. These are referenced in Table 7.2 in Chapter 7 . See Appendix F1 .	Letters issued 1 st class on 7 February 2022
Section 42(1)(aa) the Marine Management Organisation?	Not applicable.	N/A
Section 42(1)(b) each local authority within s43?	Yes. The consultees were written to at the commencement of the statutory consultation with consultation documentation. These are referenced in Table 7.2 in Chapter 7 . See Appendix F1 .	Letters issued 1 st class on 7 February 2022
Section 42(1)(c) the Greater London Authority (if in Greater London area)?	Not applicable.	N/A
Section 42(1)(d) each person in one or more of Section 44 categories?	Yes. All identified Persons with an interest in Land (PILs) were consulted at the commencement of the Statutory Consultation. See Appendix F4 . A list of PILs consulted can be found within the Book of Reference (Document reference: D.4.3).	Letters issued 1 st class on 7 February 2022
Section 45: Timetable for s42 consultation		
Did the Applicant notify s42 consultees of the deadline for receipt of consultation responses; and if so was the deadline notified by the Applicant 28 days or more starting with the day after receipt of the consultation documents?	Yes. In the letter sent to consultees it was stated that the consultation started on 9 February 2022; the consultation deadline was 11:59pm 22 March 2022. This letter can be found in Appendix F1 and F4 . This is a total of 41 days which is 13 in excess of the 28 days.	
Section 47: Duty to consult local community		
Did the Applicant prepare a Statement of Community Consultation (SoCC) on how it intended to consult people living in the vicinity of the land?	Yes. A SoCC was published as part of the consultation documentation. A copy of this can be found in Appendix D1 .	9 February 2022.
Were 'B' and (where relevant) 'C' authorities consulted about the content of the SoCC; and if so, was the deadline for receipt of responses 28 days beginning with the day after the day that 'B' and (where applicable) 'C' authorities received the consultation documents?	Yes. The Applicant provided a draft SoCC to Chester West and Chester Council (CWCC) and Flintshire County Council (FCC) and formally invited them to comment on it. The deadline for local authorities to submit their comments was 1 December 2021, which equates to 28 days from 4 November 2021, the day after the draft SoCC was emailed. A copy of the email can be found in Appendix D2 .	The Applicant sent the initial draft to the local authorities for comment on 3 November 2021.
Has the Applicant had regard to any responses received when preparing the SoCC?	Yes. Comments were received from CWCC and FCC on 25 November 2021 and 7 December 2021 respectively. These responses can be found in Appendix D4 . The SoCC was then amended as appropriate prior to the formal SoCC being published.	Informal consultation took place from 4 November 2021 to 1 December 2021 (28 days).

Statutory Requirement	Activity Undertaken	Date Undertaken								
	Details on how the Applicant had regard to the responses received can be found in Appendix D5 .									
Has the SoCC been made available for inspection in a way that is reasonably convenient for people living in the vicinity of the land; and has a notice been published in a newspaper circulating in the vicinity of the land which states where and when the SoCC can be inspected?	<p>Yes. The SoCC was published on the HyNet hub (hynethub.co.uk) in both English and Welsh on 9 February 2022. It was also available at Ellesmere Port library, Flint library, Prestatyn library and Chester library from 9 February 2022 to 22 March 2022.</p> <p>The Applicant published the Section 47 notice in the Chester Standard and Daily Post stating where and when the SoCC can be inspected.</p> <p>A copy of this can be found in Appendix H1.</p>	9 February 2022.								
Does the SoCC set out whether the development is EIA development; and does it set out how the Applicant intends to publicise and consult on the Preliminary Environmental Information?	Yes. The SoCC states the proposal is EIA development (see copy SoCC in Appendix D1 at paragraph 2.3.1) and states that the consultation materials will include a Preliminary Environmental Information Report (PEIR). The consultation materials, including the PEIR, would be made available online, at consultation events and at the deposit points.	N/A								
Has the Applicant carried out the consultation in accordance with the SoCC?	Yes. The Applicant promoted the consultation in line with the SoCC. Chapter 3 provides further detail on how the Applicant complied with the SoCC. Hard copies of the Preliminary Environmental Information Report (PEIR) were available for the public to access at every consultation event (see Appendix J), as well as at four deposit points in libraries in North Wales and Cheshire, where posters also advertised the material to be present (see Appendix G4). Availability of the PEIR was further advertised through Public Notice adverts in local and national newspapers (see Appendix H1 and Appendix H2 for further information) further to it being available for the public to access online at www.hynethub.co.uk .	N/A								
Section 48: Duty to publicise the proposed application										
Did the Applicant publicise the proposed application in the prescribed manner set out in Regulation 4(2) of the APFP Regulations?	Yes. A copy of the Section 48 notice is in Appendix H2 which publicised the application in the prescribed manner.	N/A								
<ul style="list-style-type: none">For at least two successive weeks in one or more local newspapers circulating in the vicinity in which the DCO Proposed Development would be situated;Once in a national newspaper;Once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette;Where the proposed application relates to offshore development;Once in Lloyds List; andOnce in an appropriate fishing trade journal.	<p>The Section 48 notice was published in the following local newspapers for two successive weeks: Chester Chronicle and The Leader Flintshire.</p> <p>It was also published in The Guardian (a national newspaper) and The London Gazette.</p> <p>This notice can be found in Appendix H2.</p> <p>The proposed application does not relate to offshore development; therefore the other two requirements are not applicable.</p>	<p>The publication dates are:</p> <table><tr><td>Chester Chronicle</td><td>27 January 2022, 3 February 2022</td></tr><tr><td>The Leader Flintshire</td><td>31 January 2022, 7 February 2022</td></tr><tr><td>The Guardian</td><td>31 January 2022</td></tr><tr><td>The London Gazette</td><td>31 January 2022</td></tr></table>	Chester Chronicle	27 January 2022, 3 February 2022	The Leader Flintshire	31 January 2022, 7 February 2022	The Guardian	31 January 2022	The London Gazette	31 January 2022
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The Leader Flintshire	31 January 2022, 7 February 2022									
The Guardian	31 January 2022									
The London Gazette	31 January 2022									

Statutory Requirement	Activity Undertaken	Date Undertaken
Did the Section 48 notice include the required information set out in Regulation 4(3) of APFP Regulations?		
The name and address of the Applicant	Yes. The Section 48 notice included the name and address of the Applicant as follows: Liverpool Bay CCS Limited, whose registered office address is at Eni House, 10 Ebury Bridge Road, London, SW1W 8PZ, (the 'Applicant').	N/A
A statement that the Applicant intends to make an application for development consent to the Secretary of State	The Section 48 notice included the following statement that the Applicant intends to make an application for development consent: Notice is hereby given that Liverpool Bay CCS Limited, whose registered office address is at Eni House, 10 Ebury Bridge Road, London, SW1W 8PZ, (the 'Applicant') proposes to make an application (the 'DCO Application') under Section 37 of the Planning Act 2008 to the Secretary of State for Business, Energy and Industrial Strategy ('Secretary of State') for a Development Consent Order ('DCO') to authorise the installation and operation of a new carbon dioxide ('CO ₂ ') pipeline between Ince, near Stanlow, and Flint, and to repurpose an existing 24" natural gas pipeline between Flint and Point of Ayr Terminal for transportation of CO ₂ .	N/A
A statement as to whether the application is EIA development	The Section 48 notice included the following statement that the application is EIA development: The DCO Proposed Development is 'EIA development' for the purposes of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') and an Environmental Statement ('ES') will form part of the DCO Application for the DCO Proposed Development. The Applicant has notified the Secretary of State in writing under Regulation 8(1)(b) of the EIA Regulations that it proposes to provide an Environmental Statement in respect of the DCO Proposed Development.	N/A
A summary of the main proposals, specifying the location or route of the DCO Proposed Development	The Section 48 notice included a description of the DCO Proposed Development and the principal elements.	N/A
A statement that the documents, plans and maps showing the nature and location of the DCO Proposed Development are available for inspection free of charge at the places (including at least one address in the vicinity of the DCO Proposed Development) and times set out in the notice	The Section 48 notice included the following statement regarding documents, plans and maps: "The Preliminary Environmental Information Report (PEIR) and non-technical summary and other information including a consultation brochure and plans showing the nature and location of the DCO Proposed Development (together the 'Consultation Documents') are available to view and comment on from 9 February until 11.59pm on 22 March 2022 at the following engagement portal, which is also accessible from the HyNet project website (www.hynet.co.uk). They will also be available for inspection free of charge at the locations and times listed in the table below, subject to COVID-19 restrictions." (Table of location and times in the Section 48 notice).	N/A
The latest date on which those documents, plans and maps will be available for inspection	The Section 48 notice included the following information regarding dates for inspection:	N/A

Statutory Requirement	Activity Undertaken	Date Undertaken
	The PEIR and non-technical summary and other information including a consultation brochure and plans showing the nature and location of the DCO Proposed Development (together the 'Consultation Documents') are available to view and comment on from 9 February 2022 until 11.59pm on 22 March 2022.	
Whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge	The Section 48 notice included the following information regarding hard copies: Hard copies of the Consultation Documents are available on request. Copies of the consultation brochure and non-technical summary of the PEIR will be provided free of charge. Due to the size of the PEIR as a detailed technical document, a charge of £200 will be made for the printing and delivery of the full PEIR upon request.	N/A
Details of how to respond to the publicity	The Section 48 notice included the following information regarding how to respond: "If you wish to respond to this notice in respect of the DCO Proposed Development, responses and representations may be submitted in the following ways: Website: [REDACTED] Email: [REDACTED] Post: FREEPOST HYNET NORTH WEST"	N/A
A deadline for receipt of those responses by the Applicant, being not less than 28 days following the date when the notice is last published.	The Section 48 notice included the following deadline: All responses and representations must be received by the Applicant no later than 11.59pm on 22 March 2022.	N/A
Are there any observations in respect of the s48 notice provided above?	No.	
Has a copy of the s48 notice been sent to the EIA consultation bodies and to any person notified to the Applicant in accordance with the EIA Regulations?	Yes. Section 48 notices were enclosed within the letter sent to prescribed consultees, relevant local authorities and land interests. See Appendix F1 and F4 for consultation notification letters.	N/A
Section 49: Duty to take account of responses to consultation and publicity		
Has the Applicant had regard to any relevant responses to the s42, s47 and s48 consultation?	This Consultation Report details how account has been taken of the previous consultations. Chapter 4 details how the Applicant has taken into account of responses received at non-statutory consultation/engagement stages and Chapters 6 and 7 detail how the Applicant has taken account of responses received during the statutory s42, s47 and s48 consultation.	The non-statutory consultation took place between 9 June 2021 and 11 July 2021. The statutory consultation took place between 9 February 2022 and 11:59pm 22 March 2022.
Guidance about pre-application procedure		
To what extent has the Applicant had regard to statutory guidance 'Planning Act 2008: Guidance on the pre-application process'?	The Applicant considers it has complied with the guidance as detailed in this Consultation Report. This can be seen in Table 3.5 .	N/A

3.6. COMPLIANCE WITH THE DEPARTMENT FOR COMMUNITIES AND LOCAL GOVERNMENT GUIDANCE ON THE PRE-APPLICATION PROCESS

- 3.6.1. **Table 3.5** sets out how the Applicant has complied with the guidance set out by the Department for Communities and Local Government (now the Department for Levelling Up, Housing and Communities) in March 2015 about the pre-application process for the PA 2008.

Table 3.5 - How Liverpool Bay CCS Limited has Complied with the Guidance Set out by the Department for Communities and Local Government on the Pre-application Process

Guidance	Comment
The pre-application consultation process	
Para 17 – When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.	The consultation materials produced for the statutory consultation consisted of a brochure, factsheets and feedback form, which clearly set out the purpose of the consultation and the status of the documents. A copy of the statutory consultation brochure, factsheets and associated feedback form can be found in Appendix G10, G13, and G12 .
Para 21 – Where an Applicant has not been able to follow this guidance, they should set out why this is the case, in the consultation report.	The Applicant has complied with the guidance in the undertaking of the statutory consultation.
Para 23 – In brief, during the pre-application stage applicants are required to:	The Section 46 letter notifying the SoS of the proposed application was issued on 7 February 2022, as provided in Appendix B1 .
<ul style="list-style-type: none"> Notify the Secretary of State of the proposed application; 	As the DCO Proposed Development is a NSIP, it requires EIA. This was stated in the s48 notice, all s42 letters, all advertisements of the consultation and within the consultation materials
<ul style="list-style-type: none"> Identify whether the project requires an environmental impact assessment; 	
<ul style="list-style-type: none"> Where it does, confirm that they will be submitting an environmental statement along with the application, or that they will be seeking a screening opinion ahead of submitting the application; 	The consultation materials stated that the application would include an Environmental Statement (ES) . A PEIR (Document reference: D.0.9) has been published for the statutory consultation and an ES (Document reference: D.6.1 to D.6.4.19.1) has been submitted as part of the application. A screening opinion was not sought as the Applicant set out in Section 1.4 of the Scoping Report (Appendix 1-1 of the ES, Document reference: D.6.3.1.1) that the DCO Proposed Development was EIA development under Schedule 1 of the Infrastructure Planning (EIA) Regulations 2017 (the ‘EIA Regulations’).
<ul style="list-style-type: none"> Produce a Statement of Community Consultation, in consultation with the relevant local authority or authorities, which describes how the Applicant proposes to consult the local community about their project and then carry out consultation in accordance with that Statement; 	The Applicant created a SoCC in consultation with the local planning authorities which described how the consultation would be undertaken. The Applicant provided the SoCC to the two host local authorities, CWCC and FCC (see map in Figure 6.1). The formal period of consultation on the SoCC started on 4 November 2021 and lasted 28 days. The consultation was compliant with the SoCC (see Table 6.2), which can be found in Appendix D1 .
<ul style="list-style-type: none"> Make the Statement of Community Consultation available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by Section 47 of the Planning Act and Regulations; 	The SoCC was made available at deposit point locations detailed in the SoCC in Appendix D1 , as well as being published on the HyNet hub (hynethub.co.uk) in both English and Welsh.
<ul style="list-style-type: none"> Identify and consult statutory consultees as required by Section 42 of the Planning Act and Regulations; 	Section 42 consultees were identified and consulted. Identification of Section 42(1)(d) statutory consultees as defined under s44 of the PA2008 was undertaken following the diligent inquiry process set out in Appendix I2 . The Applicant consulted with all the relevant Section 42 consultees. A list of who the Applicant contacted can be found in Appendix E1, E2, and E3 .
<ul style="list-style-type: none"> Publicise the proposed application in accordance with Regulations; 	<p>The Applicant published a Section 48 notice in local papers for two consecutive weeks, a national paper for one week and the London Gazette for one week in accordance with the Regulations.</p> <p>The Publication dates are:</p>

Guidance	Comment
	<ul style="list-style-type: none"> • Chester Chronicle - 27 January 2022, 3 February 2022 • The Leader Flintshire - 31 January 2022, 7 February 2022 • The Guardian - 31 January 2022 • The London Gazette - 31 January 2022 <p>See Appendix H2 for details.</p>
<ul style="list-style-type: none"> • Set a deadline for consultation responses of not less than 28 days from the day after receipt/last publication; 	Statutory consultation was held between 9 February 2022 and 22 March 2022 (a period of 6 weeks). Therefore, the consultation period was in excess of the statutory minimum.
<ul style="list-style-type: none"> • Have regard to relevant responses to publicity and consultation; 	The Applicant's responses to non-statutory and statutory consultation submissions are provided in Appendices F2, F3, and F5 demonstrating how the Applicant has had regard to those responses.
<ul style="list-style-type: none"> • Prepare a consultation report and submit it to the Secretary of State. 	This Report (Document reference: D.5.1) has been submitted as part of the DCO application.
Para 24 – The aim should be to ensure that consultation is appropriate to the scale and nature of the project and where its impacts will be experienced.	The Applicant used a range of communications channels in order to ensure those affected by the scale and nature of the DCO Proposed Development have been reached. They provided a dedicated online consultation hub and delivered both events (online and face-to-face) and stakeholder meetings to support and promote the consultation. The Applicant set out how the scale and methodology of the consultation was decided on in sections 3.2 and 3.3 of the SoCC.
Who should be consulted?	
Para 26 – The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself.	The Applicant has engaged with all parties during the statutory consultation, as required by the PA 2008. In addition, the Applicant consulted the local community within the vicinity of the DCO Proposed Development, as set out under Section 47 of the PA 2008. The prescribed consultee lists can be found in Appendix E1 – E3 .
Para 36 – Where an applicant decides to consult people living in a wider area who could be affected by the project (e.g., through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the SoCC.	Section 3.3 'Who will be consulted' of the SoCC provides an overview of the range of groups and organisations consulted. A copy of the consultation zone (also known as the buffer zone) and list of stakeholders that the Applicant consulted can be found in Appendix E1 – E5 .
Local authorities	
Para 37 – Prior to submitting their draft Statement of Community Consultation applicants may wish to seek to resolve any disagreements or clarifications about the public consultation design. An applicant is therefore likely to need to engage in discussions with local authorities over a longer period than the minimum requirements set out in the PA 2008.	The Applicant held discussions with the local authorities as part of regular meetings covering wider planning issues in September and October 2021. The SoCC was formally submitted to the local authorities on 3 November 2021. By mutual agreement, the period was extended, and the final comments were received from CWCC and FCC on 25 November 2021 and 7 December 2021, respectively.
Para 41 – Where a local authority raises an issue or concern on the Statement of Community Consultation which the Applicant feels unable to address, the Applicant is	Appendix D5 provides detail on how the Applicant has had regard to the comments made by the local authorities in developing the SoCC. All matters raised by the local authorities on the SoCC were addressed.

Guidance	Comment
advised to explain in their consultation report their course of action to the Secretary of State when they submit their application.	
Persons with an Interest in Land (PILs)	
Para 50 – It is the Applicant’s responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up to date at the time of submission.	<p>The Applicant has ensured that due diligence has been undertaken in identifying all land interests. All known land interests have been consulted under Section 42(1)(d) and the Applicant has made all reasonable efforts to ensure the Book of Reference (Document reference: D.4.3) is up to date at the point of submission.</p> <p>Further details on how the Applicant has demonstrated due diligence can be found in the Statement of Reasons (Document reference: D.4.1).</p>
Para 52 – Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.	How the Applicant has dealt with any new land interests that emerged after conclusion of the statutory consultation is explained in Chapter 9: Targeted Consultation .
Local communities	
Para 54 – In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area.	<p>The Applicant used a variety of techniques to ensure the consultation was inclusive, including:</p> <ul style="list-style-type: none"> • Producing a dedicated online consultation hub; • Delivering consultation events online and face to face; • Ensuring consultation brochures and additional information are available in community locations/deposit points; • Mailing the consultation zone (buildings within 500m of the DCO Proposed Development); • Advertising in local newspapers alongside notices placed in a National Paper and the London Gazette; • Advertising on social media; • Emailing the relevant prescribed and non-prescribed consultees; • Producing a video more likely to engage a wider audience; • Providing non-digital options for people to contact the Applicant: a Freepost address and phone number; • Contacting schools in and near the consultation zone, sending them links to consultation materials; and • Translating the brochure, SoCC and non-technical summary of the PEIR into Welsh, offering translation to other languages offered on request. <p>These approaches were agreed following local authority advice. CWCC advised the Applicant contact schools and colleges as part of efforts to provide accessibility to hard-to-reach groups, recommended that the mailing to properties within the consultation zone included a non-electronic response option and requested an additional deposit point in Chester library. FCC requested materials and use of social media to better engage young people, that non-electronic response options be included and Welsh translation for key materials. FCC also suggested additional non-prescribed groups for the Applicant to contact as part of the statutory consultation. All groups suggested by the councils were contacted.</p>

Guidance	Comment
<p>Para 55 – Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested.</p>	<p>The consultation brochure and exhibition banners used on the Hynet hub and the public consultation events, set out the principal features of the proposals. The information went through several reviews to ensure text was sufficiently clear and understandable from a non-technical reader’s perspective. The Applicant also offered the materials in additional formats upon request to increase inclusivity and accessibility. The feedback form was designed to help consultees focus on the section areas the Applicant wishes them to focus on and what parts of the design can be influenced to manage expectations. The feedback form comprised open questions to allow the consultee to use free-form text.</p> <p>Copies of the consultation brochure, exhibition banners and feedback form can be found in Appendix G10, G11, and G12.</p>
<p>Para 57 – The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g., libraries, council offices) and sent to local community groups as appropriate.</p>	<p>The SoCC included dates and location details for the seven face-to-face events and three online interactive sessions held during the statutory consultation period. It was made available online and placed at four local deposit points (see Table 3.4) as agreed with the local authorities. For a copy of the SoCC please see Appendix D1.</p> <p>The face-to-face events were held at the following locations as set out in the SoCC:</p> <ul style="list-style-type: none"> • Tuesday 15 February 2022, 2-4pm at Llanasa Village Hall, Llanasa, Holywell, CH8 9NF; • Tuesday 15 February 2022, 5-7pm at Talacre Community Centre, Gamfa Wen, Talacre, CH8 9RT; • Monday 28 February 2022, 3-7pm at Vernon Institute, 62 Hermitage Road, Saughall, CH1 6EN; • Saturday 5 March 2022, 11am-1pm at Quay Building, Fron Road, Connah’s Quay, CH5 4PJ; • Saturday 5 March 2022, 2-4pm at Northop Village Hall, High Street, Northop, CH7 6BQ; • Saturday 5 March 2022, 5-7pm at Queensferry War Memorial Institute, Chester Road West, Queensferry, CH5 1SA; and • Wednesday 9 March 2022, 3-7pm at Ellesmere Port Civic Hall, Civic Way, Ellesmere Port, CH65 0AZ. <p>The online interactive sessions were held at the following time:</p> <ul style="list-style-type: none"> • Saturday 19 February 2022, 1-2pm; • Thursday 24 February 2022, 6-7pm; and • Friday 11 March 2022, 11am-12pm.
<p>Para 58 – Where possible, the first of the two required local newspaper advertisements (Section 48 notices) should coincide approximately with the beginning of the consultation with communities.</p>	<p>The Applicant advertised the proposed application under Section 48 of the Planning Act to coincide with the start of Section 42 and Section 47 consultations.</p> <p>The Section 48 publication dates were:</p> <ul style="list-style-type: none"> • Chester Chronicle - 27 January 2022, 3 February 2022; • The Leader Flintshire - 31 January 2022, 7 February 2022; • The Guardian - 31 January 2022; and • The London Gazette - 31 January 2022. <p>Copies of the newspaper notices are provided in Appendix H1 and H2.</p>

Guidance	Comment
When should consultation take place and how much is enough?	
Para 70 - To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods.	<p>The Applicant has carried out three stages of consultation.</p> <p>Non-statutory consultation was held between 9 June 2021 and 11 July 2021. The report is provided in Appendix C3.</p> <p>Statutory consultation was held 7 months later from 9 February 2022 to 22 March 2022.</p> <p>Three rounds of targeted consultation were held 3 months later from 15 June 2022 to 19 August 2022.</p>
Para 72 - Applicants should therefore set consultation deadlines that are realistic and proportionate to the DCO Proposed Development.	The statutory consultation ran for 6 weeks, from 9 February 2022 to 22 March 2022. The deadline was 11:59pm on 22 March 2022 allowing adequate time for consultees to respond to the statutory consultation.
Para 76 - In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.	The Applicant has undertaken additional targeted consultation, information as provided in Chapter 8 of this report.
The consultation report and responding to consultees	
Para 80 - The consultation report should: <ul style="list-style-type: none"> Provide a general description of the consultation process undertaken, which can helpfully include a timeline; 	Chapter 1 provides an overview of the process for consultation, including the timeline.
<ul style="list-style-type: none"> Set out specifically what the Applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate; 	Chapter 3 provides details of compliance with Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government and the Inspectorate.
<ul style="list-style-type: none"> Set out how the Applicant has taken account of any response to consultation with local authorities on what should be in the applicant's Statement of Community Consultation; 	Appendix D5 sets out the regard the Applicant has had regard to comments on consultation for the SoCC.
<ul style="list-style-type: none"> Set out a summary of relevant responses to consultation (but not a complete list of responses); 	Responses received were summarised by themes and presented within this Report, including the Applicant's response to each theme. See Chapter 7 for more information.
<ul style="list-style-type: none"> Provide a description of how the Application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed; 	Chapter 4 describes how the proposals were developed following non-statutory consultation and how the responses were taken into consideration for statutory consultation.
<ul style="list-style-type: none"> Provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts; 	Chapter 7 describes how the proposals were developed including changes made following consultations (non-statutory and statutory) and how these were taken into consideration.

Guidance	Comment
<ul style="list-style-type: none"> Where the Applicant has not followed the advice of the local authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an explanation for the action taken or not taken; and 	The Applicant has complied with the advice of the local authorities in the development of the SoCC and that of the relevant Advice Note 14.
<ul style="list-style-type: none"> Be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters. 	This Report details how consultations (non-statutory and statutory) and engagement have shaped the proposals in the pre-submission stage. The Applicant considers the Consultation Report is expressed in terms sufficient to enable the SoS to understand the consultation process.
Environmental Impact Assessment	
<p>Para 91 – The applicable EIA regulations prescribe as follows:</p> <ul style="list-style-type: none"> Regulation 10 requires that the Applicant’s Statement of Community Consultation must state whether the project falls within the scope of the Directive, and, if it does, how the applicant intends to publicise and consult on the preliminary environmental information (see paragraphs 93 and 94) for requirements in relation to preliminary environmental information); and 	<p>The SoCC states:</p> <p>The Proposed Development is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations).</p> <p>‘The consultation materials which will be provided by the Applicant will include a preliminary environmental information report (PEIR). This PEIR will present environmental information that has been collected to date to allow consultees to understand the likely significant environmental effects of the DCO Proposed Development and will indicate initial proposals for any mitigation measures.’</p>
<ul style="list-style-type: none"> Regulation 11 requires that publicity of project proposals under Section 48 of the Planning Act must also encompass the requirements of the Environmental Impact Assessment process and at the time of publishing the proposed application, applicants must notify all environmental consultation bodies. 	The Applicant has consulted environmental consultees as required by Section 42(1)(a) and also in the Regulation 11 list provided by the Inspectorate at Appendix A of the Scoping Opinion . These can be found in Appendix E1 .
Preliminary Environmental Information (PEI)	
<p>Para 93 – For the pre-application consultation process, applicants are advised to include sufficient preliminary environmental information to enable consultees to develop an informed view of the project. The information required may be different for different types and sizes of projects. It may also vary depending on the audience of a particular consultation. The preliminary environmental information is not expected to replicate or be a draft of the environmental statement. However, if the Applicant considers this to be appropriate (and more cost-effective), it can be presented in this way. The key issue is that the information presented must provide clarity to all consultees. Applicants should be careful not to assume that non-specialist consultees would not be interested in any technical environmental information. It is therefore advisable to ensure access to such information is provided during all consultations.</p>	A PEIR was published for the statutory consultation to enable consultees to develop an informed view of the project. A non-technical summary of the PEIR was also provided to create additional inclusivity in accessing relevant information. See Appendix J for the non-technical summary.

3.7. COMPLIANCE WITH PLANNING INSPECTORATE ADVICE NOTE FOURTEEN

- 3.7.1. **Table 3.6** below sets out how the Applicant has complied with the guidance in the Planning Inspectorate's Advice Note Fourteen from February 2021 (version 3).

Table 3.6 - How Liverpool Bay CCS Limited has complied with the guidance set out in Planning Inspectorate Advice Note Fourteen

Guidance	Comment
3.6 The report should include a list of all persons and bodies that were consulted, and when they were consulted.	See Appendix A1 and A2 . For stakeholder list see Appendix E1 – E4 .
3.8 The list of the prescribed organisations should follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations). Any variations between the Applicant’s list of prescribed consultees and the list of organisations set out in Schedule 1 of the APFP Regulations should be robustly justified.	<p>Appendix E2 of this Report provides a list of prescribed local authorities consulted at Section 42 consultation.</p> <p>Appendix E1 of this Report provides a list of prescribed consultees consulted at Section 42 consultation in the order that they are set out in Schedule 1 of the APFP Regulations. This table also provides justification for why some prescribed consultees have not been contacted.</p> <p>Chapter 7 of this Report summarises the responses the Applicant received from prescribed consultees and the Applicant’s regard to these responses.</p>
3.9 Where relevant, the list of prescribed consultees should also include the Marine Management Organisation – Section 42(1) (aa) and the Greater London Authority – Section 42(1)(c).	N/A.
3.10 A short description of how Section 43 of the PA2008 has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.	The Applicant identified that the route of the CO ₂ pipeline, including all Order Limits, lies wholly within CWCC and FCC. All principal authorities bordering one or both councils were then identified. Table 6.1 shows the category A, B, C and D authorities and how the Applicant identified these. See Figure 6.1 for a map of the LPAs.
3.11 The Applicant must demonstrate that diligent enquiry was undertaken to identify persons under Section 44 of the PA2008 and to ensure that an up-to-date Book of Reference is submitted. In that context, it is useful to set out the methodology for identifying persons in Category 3 (those who may make a relevant claim).	The Applicant’s Land Referencing Methodology demonstrating that diligent enquiry has been undertaken can be found in Appendix I1 .
3.12 The Consultation Report should explain how many persons with an interest in land were consulted, under which category and when. It is not necessary to list the names of all individuals identified in the Book of Reference.	Chapter 6 details how and when the Persons with an Interest in Land (PILs) under all categories were consulted during statutory consultation.
<p>3.13 If additional persons with an interest in land were added and consulted following changes to the project boundary during the Pre-application stage, it is useful to describe:</p> <ul style="list-style-type: none"> • How many additional persons with an interest in land were consulted; • When they were consulted; • How they were consulted; and • What information they were consulted with. 	Chapter 6 details all additional persons with an interest in the land which were added and consulted. This is also detailed in Appendix I2 .
<p>3.14 The Secretary of State needs to be satisfied that the Applicant has complied with the Statement of Community Consultation (SoCC) preparation process. Evidence should be submitted as part of the Consultation Report which shows:</p> <ul style="list-style-type: none"> • Which local authorities were consulted about the content of the draft SoCC; • What the local authorities’ comments were; • Confirmation that the local authorities were given 28 days to provide their comments; and 	<p>The Applicant consulted the following local authorities on the SoCC; CWCC and FCC.</p> <p>Appendix D4 and D5 details the comments from the authorities and regard made to those comments.</p> <p>Formal consultation on the SoCC took place between 4 November 2021 and 1 December 2021 (28 days).</p> <p>Table 6.2 contains evidence showing how the Applicant has complied with the SoCC.</p>

Guidance	Comment								
<ul style="list-style-type: none"> A description about how the Applicant had regard to the local authorities' comments. 									
3.15 Following the coming into force of The Infrastructure Planning (Publication and Notification of Applications etc.) (Amendment) Regulations 2020 (the 2020 Regulations) Applicants no longer need to place paper copies of the SoCC on deposit at locations in the vicinity of the Proposed Development. Instead, Applicants should make the SoCC available for inspection online. Evidence that this has been done should be provided in the Consultation Report, for example, a screen shot of the relevant webpage showing the published SoCC (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations) and confirmation that the public could access the webpage free of charge.	Appendix D6 contains evidence showing the Applicant made the SoCC available online.								
3.16 Copies of the published SoCC notice as it appeared in the local press should be provided along with confirmation of which local newspapers it was published in and when. If a scan of a notice is not clear, then it can be supplemented with a document containing the text of the notice. Where it was not possible to place the SoCC notice in a printed newspaper, then a screen shot of the notice as it was published in an online local newspaper publication should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.	Appendix H1 contains evidence of the SoCC notice published in the local newspapers including The Leader Flintshire and Chester Chronicle and when.								
3.17 Where more than one SoCC was prepared for a project, e.g., where a SoCC was subject to one or more updates, the updated SoCC or SoCCs should be included together with a narrative about why the preceding SoCC was reviewed and updated.	One SoCC was prepared for this application, see Appendix D1 .								
3.18 Where there are any inconsistencies between the SoCC and the consultation carried out this should be clearly explained and justified e.g. where additional consultation took place that was not included in the SoCC or SoCCs.	There were inconsistencies between the community engagement agreed in the SoCC and the activities undertaken by the Applicant in that after the engagement agreed in the SoCC was complete, the Applicant undertook additional engagement due to localised changes. This occurred in three rounds between July and August 2022 and the approach was agreed with the relevant local authorities. Details of the SoCC and the consultation's compliance with it is provided in both Chapter 5 and Appendix D1 .								
3.19 A scanned copy of the Section 48 notice as it appeared in the local and national newspapers and journals, clearly showing the publication's name and date of publication, should be included in the report. If the scan is of poor quality this should be supplemented with a copy of the text. A description of where the notice was published, and confirmation of the time period given for responses should be included in the report.	Appendix H2 contains evidence of the publication of the Section 48 notice in the local newspapers. This notice was published in the following newspapers on the following dates: <table> <tr> <td>The London Gazette</td><td>31 January 2022</td></tr> <tr> <td>The Guardian</td><td>31 January 2022</td></tr> <tr> <td>Chester Chronicle</td><td>27 January 2022, 3 February 2022</td></tr> <tr> <td>The Leader Flintshire</td><td>31 January 2022, 7 February 2022</td></tr> </table>	The London Gazette	31 January 2022	The Guardian	31 January 2022	Chester Chronicle	27 January 2022, 3 February 2022	The Leader Flintshire	31 January 2022, 7 February 2022
The London Gazette	31 January 2022								
The Guardian	31 January 2022								
Chester Chronicle	27 January 2022, 3 February 2022								
The Leader Flintshire	31 January 2022, 7 February 2022								
3.20 Where it was not possible to place the notice in printed newspapers, then screen shots of the notice as it was published in online newspaper publications should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.	Appendix H2 contains evidence showing the Section 48 notice was published in local newspapers.								
3.21 Applicants should provide confirmation that the Section 48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as the notice was published. See Regulation 13 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).	The Applicant can confirm that a number of enclosures were sent to prescribed consultees, including the Section 48 notice, as listed at the bottom of the letter sent to them. See Appendix F1 and F4 for a copy of the letter as sent.								

Guidance	Comment
3.22 Applicants may have been engaged in non-statutory consultation; e.g. early consultation with statutory bodies may have been undertaken when identifying options and in advance of statutory consultation under the provisions of the PA2008. Applicants may also have been engaged in non-statutory consultation that takes place after the statutory consultation following changes made to the project.	The Applicant's pre-consultation activities are detailed in Chapter 5.3 . Details on the non-statutory consultation can be found in Chapter 3 . Details on the targeted consultation following the statutory consultation can be found in Chapter 8 .
3.24 Any consultation not carried out under the provisions of the PA2008 should be clearly indicated and identified separately. Applicants should describe the non-statutory consultation that took place to the same level of detail as the statutory consultation. While it is not necessary for an Applicant to demonstrate how it has had regard to the consultees' comments made in response to non-statutory consultation, it is useful to understand how comments received influenced the project.	The feedback that the Applicant received during the non-statutory consultation and regard they had to that feedback is contained in Appendix C3 (non-statutory report).
3.25 If targeted consultation takes place, please explain the nature and purpose of the consultation. For example, if it was geographically focused what consultees were included and the rationale for the geographic extent of the consultation. If a reduced number of prescribed consultees were consulted, please explain the rationale for the selection.	A targeted consultation was held from 17 June to 19 August 2022. The consultation is detailed Chapter 8 , including the nature and purpose of that consultation.

4. NON-STATUTORY CONSULTATION (9 JUNE – 11 JULY 2021)

4.1. INTRODUCTION

- 4.1.1. The Applicant held a non-statutory consultation on proposals for the CO₂ pipeline between 9 June and 11 July 2021 (32 days).
- 4.1.2. The objectives of this non-statutory consultation were to support the development of the CO₂ pipeline and to explain HyNet's vision and ambitions. The consultation activities focused on delivering the following outcomes:
- Explaining the rationale behind the CO₂ pipeline route options, as well as their benefits and disbenefits;
 - Raising awareness of HyNet and encouraging the public to engage with the consultation process; and
 - Informing the local community of the designs and seeking views from them, helping us develop the proposals to then take into a round of statutory consultation.
- 4.1.3. Further information on the non-statutory consultation can be found in the non-statutory consultation report. This document can be found in **Appendix C3**.

4.2. NON-STATUTORY CONSULTATION ACTIVITIES

- 4.2.1. The non-statutory consultation activities can be found in **Table 4.1** below.

Table 4.1 - Non-Statutory Consultation Activities

Date	Activity	Details
9 June 2021	Stakeholder email	The Applicant sent emails and letters to stakeholders (a list of these can be found in Appendix E4) on 9 June 2021 to inform them of the non-statutory consultation and encourage them to provide their feedback on the proposals. A copy of these can be found in Appendix C5 .
9 June 2021	Community postal mail-out	The Applicant issued 9,942 letters to the local community on the CO ₂ pipeline proposals, introducing the HyNet project and encouraging participation in the consultation. These letters were sent to residents and business addresses within 500m of the proposed CO ₂ pipeline's route options and the existing pipeline. A copy of the delivery area can be found in Appendix E5 . A copy of the letter can be found in the non-statutory report in Appendix C3 .
June - July 2021	HyNet Hub	The Applicant ensured the HyNet project's dedicated online consultation hub (www.hynethub.co.uk) was accessible for the duration of the consultation and remained available afterwards. The website contained: <ul style="list-style-type: none"> • General information about the HyNet project; • Detailed information about the CO₂ pipeline route options and CCS; • Copies of consultation materials, including brochure and factsheets; and • A survey form allowing site visitors to submit their views online.
June - July 2021	Online presentation	The DCO Proposed Development team hosted three online interactive sessions via Zoom. The online interactive sessions took place on: <ul style="list-style-type: none"> • Saturday 19 June, 2:30pm – 3:30pm; • Tuesday 22 June, 6pm – 7pm; and • Thursday 1 July, 10am – 11am. Each session featured a presentation from the team on the purpose of the consultation. This was followed by a Q&A session, where the public could ask the Applicant questions.

4.3. RESPONSES RECEIVED TO THE NON-STATUTORY CONSULTATION

- 4.3.1. Information on the responses received to the non-statutory consultation, and the responses provided by the project team, can be found in the non-statutory consultation report. This document can be found in **Appendix C3**.
- 4.3.2. **Table 4.2** summarises the key themes raised during the non-statutory consultation and the Applicant's updated responses to them, providing information on how consultation responses have informed the statutory consultation, design changes, and other aspects of the development of the proposals. This is an updated version of the table originally published in the non-statutory consultation report which can be found in **Appendix C3**.

Table 4.2 - Summary of Feedback Received During the Non-statutory Consultation and the Applicant's Updated Responses to Them

<p>Concern over the general and environmental impact of construction and operation</p>	<p>The DCO Proposed Development will be subject to EIA to understand how the existing environment is likely to be impacted, both positively or adversely, during construction and operation. EIA is a thorough and rigorous process, and the Applicant has ensured that all relevant legislation and best practices have been followed in preparing this. This includes having agreed the scope of the EIA (what aspects will be assessed and the method of assessment that will be included, and what aspects will not be assessed) through consultation with all relevant stakeholders via the June 2021 EIA Scoping process, and additional technical consultation thereafter. The findings of the EIA are reported in the ES (Document reference: D.6.2.16) and will be examined as part of the Examination of the Application and considered by the SoS in making their decision.</p> <p>The Applicant undertook thorough research to understand the existing environment and habitat through surveys, consultation and third-party data collection. This allowed potential construction and operation impacts to be identified and, where practicable, these have been avoided or reduced through design development. Where required, mitigation and/or compensation are detailed within the ES specific to receptors and impacts. For example, the Order Limits have avoided multiple areas of Ancient Woodland and where this was not practicable, trenchless pipeline construction methods are proposed to avoid direct impacts. Chapter 4 (Consideration of Alternatives) of the ES (Document reference: D.6.2.4) describes how the design development has evolved to reduce potential construction impacts, such as using trenchless pipeline installation methods for crossings of sensitive habitats or roads as well as the location of construction compounds. In instances where potential impacts are considered to be unavoidable, appropriate mitigation is proposed to reduce the potential environmental effects to as low as practicably possible.</p> <p>The ES is accompanied by an Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1). The Outline CEMP provides the overarching details of how the environment will be managed during construction works, while the REAC sets out all the environmental mitigation and actions which are committed to. This includes, for example, the requirement for protected species licences to be obtained, the management of construction traffic and for engagement with the Local Planning Authorities on a construction noise mitigation plan. Therefore, both the Outline CEMP and REAC set out the framework for detailed site-specific CEMP(s) which will be prepared by the Construction Contractor(s) to align to the detailed design of the DCO Proposed Development. This will set a framework to monitor and manage potential impacts during the construction process, including water, noise, and air quality pollution.</p> <p>Operational impacts will be limited owing to the pipeline being buried below ground. Where potential visual impacts of the BVSs and AGIs are predicted, these will be mitigated by a bespoke Landscape Management Plan for each facility which will include screening views by tree planting.</p>
<p>Concern over construction and operation impacts on local communities</p>	<p>The DCO Proposed Development route has been selected to align with a number of objectives and guiding principles including ensuring that it can be delivered with the least disruption to the local area and communities.</p> <p>The Applicant conducted an in-depth study on potential impacts on local communities and how to reduce them. The outcomes of these assessments can be found in Chapter 16 (Population and Human Health) of the ES (Document reference: D.6.2.16).</p> <p>Mitigation and management of impacts during the construction of the Proposed Development will include measures such as minimising construction traffic routing past sensitive receptors e.g. schools, as well as 'Best Practicable Means' to reduce any noise, air quality, and/or visual concerns. For example, choosing low noise equipment and optimising the location of equipment/activities, and undertaking works in accordance with a Dust Management Plan.</p> <p>The impacts from air quality and noise on local communities have been assessed and where required appropriate mitigation identified in Chapter 6 (Air Quality) and Chapter 15 (Noise and Vibration) of the ES (Document reference: D.6.2.6 and D.6.2.15).</p> <p>Furthermore, the Applicant has sought to minimise the requirement to close Public Rights of Way (PRoW) and keep diversions to a minimum. All identified necessary diversions will be set out in the Application and no permanent PRoW closures are proposed as a result of the DCO Proposed Development. Further information on expected PRoW diversions and how they will be managed is presented in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17). The Transport Assessment (TA) (Document reference: D.6.5.10), Outline Construction Traffic Management Plan (Document reference: D.6.5.11), and Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17) consider the impact of additional traffic, and where necessary, identify proportionate measures to mitigate the impacts of additional traffic using roads during the construction phase. Trenchless crossings will also help to minimise the traffic disruption on select routes during construction as the pipes will be inserted under the roads without disrupting the road surfaces. This will alleviate the need for full road closures.</p>

Concern over pipeline routing impacts on PRow and risk zones, inc. Old Aston Hill, Berthengam	<p>The Applicant undertook meetings with FCC and CWCC PRow Officers to consider how the construction and operation of the DCO Proposed Development will impact the routing and accessibility of individual PRow and their users, including Old Aston Hill and Berthengam.</p> <p>The DCO Proposed Development route has been selected to minimise, reduce, and manage impacts on the environment and local amenities. The Applicant has sought to avoid the requirement to close PRow and keep diversions to a minimum in terms of number and length of diversion. No permanent PRow closures are proposed as a result of the DCO Proposed Development and diversions have been consulted with the Local Authorities to check their viability. In addition, the EIA considered any change in views towards the DCO Proposed Development from surrounding PRow. Further information on impacts to PRow is presented in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17).</p> <p>The pipeline being installed in this area is transporting CO₂ which is non-flammable and consequently there is no risk of a fire or explosion occurring. However, assuming that the consultation response actually relates to the CO₂ pipeline, it is confirmed that a safety evaluation has been performed in accordance with the UK standard covering the design of onshore steel pipelines (PD8010-1). The safety evaluation has confirmed that the risk to the public is as low as reasonably practicable.</p>
Concern over pipeline causing vibrations or ground movement	<p>The Applicant studied the potential noise and vibration impacts on sensitive receptors such as residential buildings, hospitals, schools, nurseries, elderly homes, places of worship and PRow through desk-based assessment and geological surveys. This was done to determine the suitability of the ground and minimise the potential for ground movement. Meetings took place with FCC and CWCC to discuss details of construction activities, predicted methods, location of sensitive receptors and noise and vibration levels. The outcomes of the studies on construction impacts, including mitigation measures, have been presented in Chapter 15 (Noise and Vibration) of the ES (Document reference: D.6.2.15). Where construction works are taking place in areas of soft ground, temporary retaining features will be installed (such as sheet piling or similar methods) to ensure the excavated areas are safe from collapse when works take place. Once works are completed, the temporary retaining features will be removed.</p>
Suggestion of introducing improvements from construction and pipeline legacy	<p>The UK has a well-established pipelining industry which promotes and develops pipeline installation best practices. These practices are incorporated into the DCO Proposed Development design where applicable and will be adhered to by the appointed contractor during construction.</p> <p>The Applicant has completed a Biodiversity Net Gain (BNG) assessment for the DCO Proposed Development. As a NSIP, there is currently no legislative requirement for the DCO Proposed Development to assess or achieve BNG, however, the Applicant is seeking to achieve net gains for priority habitats where reasonably practicable. Further information can be found in the BNG Report (Document reference: D.6.5.12).</p>
Concern over the impact of pipeline construction on footpaths / PRow and local traffic.	<p>The Applicant is committed to reducing the construction impacts upon footpaths, PRow and the local road network as far as practicably possible. No permanent PRow or road closures are proposed as a result of the DCO Proposed Development. Some temporary closures and diversions of PRow and local roads will be required to allow construction works to take place safely. Where temporary diversions are required, these will be kept to a minimum in terms of number and length of diversion. The proposed temporary diversion routes have been consulted on with FCC and CCWC. The timing and routing of construction traffic will ensure that potential temporary impacts upon local traffic is minimised as far as practicably possible and mitigation measures, such as the development of a construction traffic and worker travel plan, will be implemented. Furthermore, the use of trenchless construction methods, where appropriate, for crossings of the strategic road network inherent to the design of the DCO Proposed Development, which reduces impacts to traffic.</p> <p>Further information on the assessment of local traffic and PRow and how they will be managed is presented in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17).</p>
Need for coordination between local authorities and consideration of local plans	<p>The Applicant has regularly engaged with both FCC and CWCC, holding a monthly meeting with both Local Planning Authorities. A total of 17 (to date) meetings with FCC and a total of 18 (to date) were held with DCWW between the period of 07.04.2021 and 06.09.2022 (most recent), in which matters regarding both the DCO and TCPA applications were discussed, such as providing planning Updates, environmental Updates, programme Updates and discussing technically specific issues to ensure there was sufficient breadth of information to enable coordination and collaboration between HyNet, local authorities and other partners. The total number of meetings attended by FCC, including monthly meetings between 07.04.2021 and 06.09.2022 is 44. The total number of meetings attended by CWCC, including monthly meetings between 07.04.2021 and 06.09.2022 is 44. As part of the project planning, Local Development Plans, which form the basis of decision making within the respective authorities, have been considered, and this assessment can be found in Chapter 6 of the Planning Statement (Document reference: D.5.4), a comprehensive assessment of relevant policies in can be found in Appendix B of the Planning Statement. In addition to this, the Volume II of the ES (Document reference: 6.1 to 6.4.19.1) also considers relevant policies within each of the Local Development Plans.</p>

Route choice feedback	Feedback for the route was taken into account to form the Applicant's final route proposal which was consulted on in the statutory consultation. In response to the feedback received during the statutory consultation, the Applicant made further changes to the design, which can be seen detailed in Chapter 4 (Consideration of Alternatives) of the ES (Document reference: D.6.4.2) . This in addition to a continual and ongoing assessment of the overall route sought to remove land which was no longer considered necessary to facilitate the development of the CO ₂ pipeline. These decisions have been founded upon planning, land, environment, engineering and design justifications. These elements were then reconsulted upon during the targeted consultation, and outcomes can be found in Chapter 8 of this Report.
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4.4. CHANGES MADE FOLLOWING FEEDBACK RECEIVED DURING THE NON-STATUTORY CONSULTATION

4.4.1. Details of options presented during the non-statutory consultation, along with feedback and changes made on such basis are provided below.

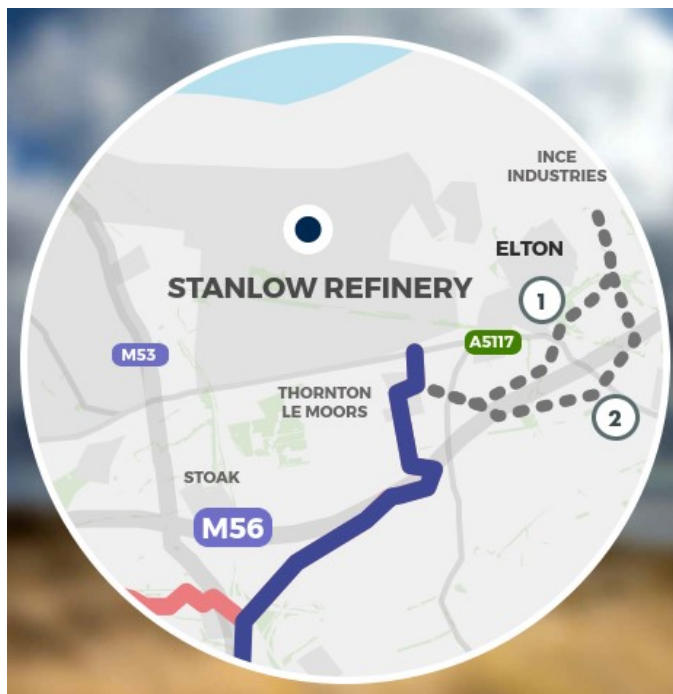


Figure 4.1 - Proposed 20" Route Options

4.4.2. Two route options were identified for the Ince AGI to Stanlow AGI pipeline section of the DCO Proposed Development (see **Figure 4.1**). This began as three options, as identified by **Table 4.3**, but the northern route was discounted prior to the non-statutory consultation.

Table 4.3 - Details of Proposed 20" Pipeline Route Options

Route Option	Description
Northern Route Option	The Northern Option runs westwards from the Ince AGI and wraps around the north of Elton before travelling south, crossing the Ellesmere Port to Warrington railway line, and then running along on the western side of Elton until it crosses the A5117 Chester Road. Following the crossing, it turns further west and then north again before terminating at its end point.

Route Option	Description
Southern Route Option A	From the proposed location(s) of the Ince AGI, the route heads south of Elton before crossing the Ellesmere Port to Warrington railway line. The route would continue north of the M56 Chester Services (junction 14) before crossing the A5117 Chester Road and heading in a south-westerly direction south of Elton. The route continues west before heading in a north-westerly direction towards Thornton le Moors. The route would cross the B5132 Cryers Lane, before heading northwards to the Stanlow AGI.
Southern Route Option B	From the proposed location(s) of the Ince AGI, the route heads south of Elton before crossing the Ellesmere Port to Warrington railway line. The route would cross the M56 before heading in a south-westerly direction and crossing the A5117 Chester Road. The route would continue west before heading in a north-westerly direction towards Thornton le Moors. The route would cross the B5132 Cryers Lane, before heading northwards to the Stanlow AGI.

OUTCOME FROM NON-STATUTORY CONSULTATION

- 4.4.3. Consultees were asked to provide comments on two options for the non-statutory consultation. A total of 24 responses were received relating to these options. Overall, the majority (16) stated they had no preference. Two people preferred Option 1 and one person preferred Option 2, with five saying they didn't agree with either option.
- 4.4.4. The interactive consultation feedback map had one comment about the impact the pipeline may have on the environment, specifically the Ince Marshes. The appraisal had accounted for this already, but had identified that the works are only expected to have a temporary impact during construction on Local Wildlife Site Frodsham and Helsby and Ince Marshes and that this was assessed as low risk.

Route Decision

- 4.4.5. Southern Route Option A was the preferred route option. The reason for selecting the preferred option is that it performs better in engineering terms, making it lower risk; it has fewer complex crossings; is shorter and therefore has less environmental impact and a lower construction period and cost.

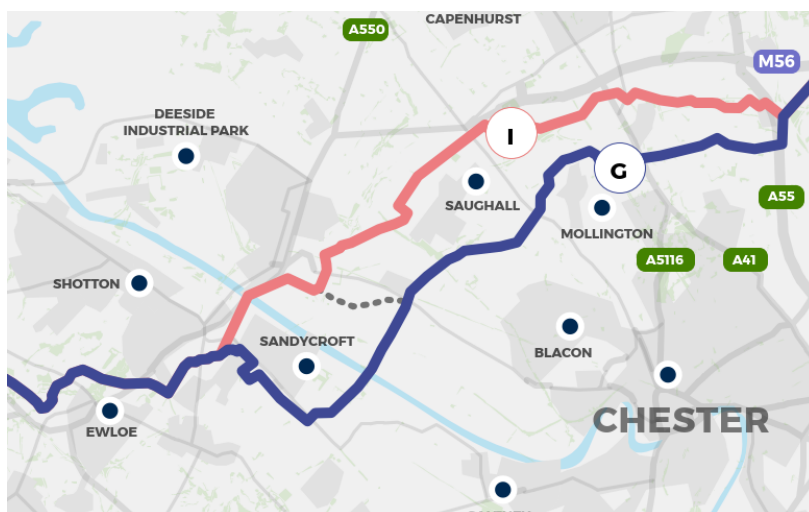


Figure 4.2 - Proposed 36" Route Options at Non-Statutory Consultation

- 4.4.6.** Two route options were identified for the DCO Proposed Development section between the River Dee and the M53 as shown in **Figure 4.2**. Option G and Option I share some similarities, but also have some important differences for consideration. Option G takes a southerly route, running to the south of Saughall and the north of Mollington. Option I takes a northerly route, running to the north of Saughall and Backford.

OUTCOME FROM NON-STATUTORY CONSULTATION

- 4.4.7.** Regarding Option G; of responses received, 4 either agreed or strongly agreed with Option G and 16 either disagreed or strongly disagreed with this option. Some of the main queries or concerns in relation to the route options focused on potential impacts of the pipeline on buildings, villages and people. There were also some concerns about the effect on traffic flow in areas around Chester Road (Sandycroft and Shotton areas) and access during construction which was reviewed as part of the subsequent stage of route option selection.
- 4.4.8.** Regarding Option I; 10 respondents to the non-statutory consultation stated Option I as the preferred option (and 11 respondents who agreed or strongly agreed that it was an acceptable route). Seven respondents opposed Option I. However, the feedback map had a total of 28 responses in proximity to Option I of which 14% of comments thought there could be a negative impact.

Route Decision

- 4.4.9.** The comments received during the Non-Statutory Consultation Period were taken on board and further engineering appraisals which considered constructability, safety, environmental impact, and cost assessments were undertaken. These concluded that Option G performed best and was taken forward for the following reasons:

Delivery and Infrastructure in the Area

- Due to nature Option G interacts with motorway and river crossings, it is simpler to deliver than Option I;
- Unlike Option I, Option G avoids the need to tunnel under the water treatment plant at Queensferry; and
- Option G avoids impacting potential A494 expansion plans in Queensferry.

Construction

- Option G has fewer complex crossings;
- Option I is less preferable as it is closer to a greater number of occupied buildings; and
- Because of the above considerations, Option G will cause less disruption for local communities overall. Some mitigation measures may be required for some properties close to construction works, although disruption will be kept to a minimum.

Environmental and Planning Impact

- Option G will have fewer impacts on the environment; and
- Option G avoids areas which FCC is considering allocating for employment or housing. Option G avoids Common Land near the railway line at the River Dee.

Cost

- As Option G has less engineering complexity and fewer constructability constraints, it is a lower cost option compared to Option I.



Figure 4.3 - Connection To Existing Pipeline At Flint (Additional Route Option Variation)

- 4.4.10. The Applicant consulted on different locations at which the new pipeline will connect into the existing pipeline to the south of Flint (see **Figure 4.3**). These variations will determine where the above ground installation at Flint (which will be used for the maintenance and operation of the pipeline) could be located. Three different locations were consulted on:
- A connection close to the A5119 (Option 1);
 - A connection close to Coed Onn Road/Allt Goch Lane (Option 2); and
 - A connection close to Leadbrook Drive (Option 3).

OUTCOME FROM NON-STATUTORY CONSULTATION

- 4.4.11. During the non-statutory consultation, the public were asked which of the three options they preferred. A total of 25 people responded and overall, there was little preference between the variations. The majority stated they have no preference. One respondent said they preferred Option 1, one preferred Option 2 and none said they preferred Option 3. Of five responses, 27% of comments mentioned the impact on PRow including specifically during construction.
- 4.4.12. A comment was left on the interactive feedback map for Option 1 which mentioned a track from Flint Mountain to Flint which, although not a public path or bridleway, stated that it is well used and requested minimum disturbance during construction. Comments also related to the need for good temporary paths during construction and if improvements to existing PRow infrastructure could be delivered as part of the DCO Proposed Development. Option 3 had a comment to safeguard paths and any 'unclaimed routes' such as Leadbrook Drive track.

Route Selection

- 4.4.13. Overall, the non-statutory consultation feedback showed there was no particular preference for any of the options, although concerns over construction impacts on PRow were assessed over the next stage of appraisal. Options 2 and 3 performed similarly in terms of the appraisal, however Option 2 was selected as the preferred option because it:
- Avoids impacting on any national or local designated landscape or ecology sites, whereas Option 1 would involve crossing Flint Mountain Site of Special Scientific Interest (SSSI) and Local Wildlife Site (LWS);
 - Avoids impacts on setting of Bryn y Cwm Mound and Bailey Castle Scheduled Monument, unlike Option 1;
 - Does not impact on Crown Land (Option 1 does);
 - Avoids residential areas with less potential for noise and vibration disruption compared to Option 1 near Flint;
 - Located further away from Conservation Areas and Listed Buildings compared to Option 3; and

- Is a slightly shorter pipeline length than Option 1, although similar to Option 3.

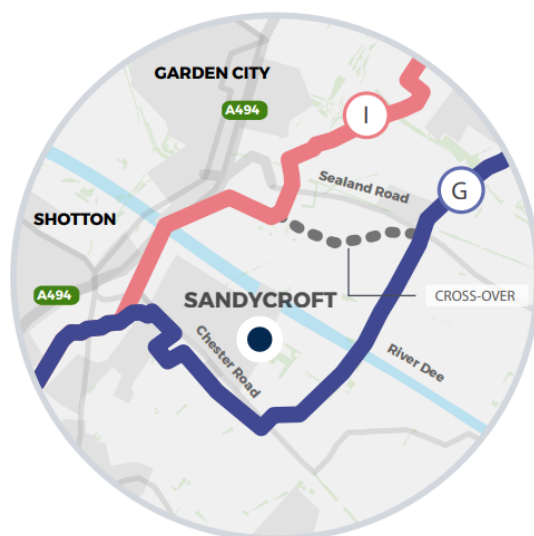


Figure 4.4 - River Dee (Additional Route Option Variation)

4.4.14. Option G and I are two alternatives considered for the 36" pipeline. Option G crosses the River Dee approximately 2.5km southeast of Option I. However, The Applicant also considered the possibility of a 'cross over' point between the two options (see **Figure 4.4**). This would mean that Option G could use the cross-over to divert and cross the River Dee at the same location as Option I. The same principle would apply in reverse, with Option I being diverted to the more south easterly River Dee crossing. If Option I were to use the cross-over, this would increase the length of the overall route by 2km.

OUTCOME FROM NON-STATUTORY CONSULTATION

- Overall, 25 people responded and there was no strong preference for either of the crossing options. Eight people agreed with the Option I crossing, four agreed with the Option G crossing, whereas eight people had no preference and five people did not agree with either option.
- Approximately one-quarter of comments suggested using existing infrastructure to cross the River Dee or utilise the A494 or adjacent cycle path. From an engineering perspective, this would not be feasible due to a number of challenges in this location including design clearance requirements and the amount and complexity of buried infrastructure. There is limited ground space available to use the A494 for the pipeline, and also it would not be suitable to provide maintenance access to the pipeline once constructed.

- Two comments mentioned negative impacts on the general environment including on green fields, flood plains and PRow. The PEIR provided a high-level assessment of environmental impacts at statutory consultation in 2022. Following further survey and assessment, an ES was produced which assesses any potentially significant environmental impacts (**Document reference: D.6.1 to D.6.4.19.1**).

Route Selection

- The location of the pipeline crossing the River Dee is particularly challenging due to a number of constraints in this area. This is because of multiple existing features, utilities and potentially difficult ground conditions. Option I in particular has greater constraints because of the challenges for drilling and tunnelling under the water treatment plant, as well as potential interference from the A494 expansion. For these reasons, the Option I crossing is not a feasible route in terms of constructability.
- The use of the cross-over point to follow the Option I route is unlikely to be feasible based on the constraints outlined above. To use the cross-over point to follow the Option G route is also unlikely to be the most effective option given the increase of overall pipeline length by approximately 2km which will make it more costly and less feasible.
- Therefore, following further reviews and a constructability workshop it was concluded that Option G was selected as the preferred option for the River Dee crossing for the following reasons:
 - Option G performs better in terms of constructability with fewer engineering risks and constraints, particularly in relation to avoiding the need to tunnel underneath the water treatment plant.
 - Option G has fewer space constraints than Option I, and avoids public path width restrictions.
 - Option G avoids impacting on registered Common land or the potential to encroach on MOD land, unlike Option I.
 - Option G avoids overlapping with employment and residential allocations in the emerging Flintshire Local Development Plan, compared to Option I.

5. PREPARATION FOR STATUTORY CONSULTATION

5.1. DEVELOPING THE STATEMENT OF COMMUNITY CONSULTATION (SOCC)

- 5.1.1. Section 47 of the PA 2008 requires developers to publish a SoCC, setting out the Applicant's proposals and how they propose to consult on them, with a focus on people living in the vicinity of the DCO Proposed Development.
- 5.1.2. The Applicant developed the SoCC with input from the project team and local authorities.
- 5.1.3. The Applicant developed this document with a view to providing opportunities for people of all ages, backgrounds, and life circumstances to get involved, including traditionally 'hard to reach' demographic groups.

5.2. CONSULTING LOCAL AUTHORITIES ON THE SOCC

- 5.2.1. Section 47 (2) of the PA 2008 requires the Applicant to consult each local authority within Section 43 (1) about the SoCC.
- 5.2.2. The Applicant sent the SoCC to the relevant local planning authorities to allow them to make comments. The team:
 - Met with FCC and CWCC on 2 November 2021 to discuss details on the imminent release of the SoCC. Details on this can be found in **Appendix D3**.
 - Sent the SoCC to the local authorities for comment on 3 November 2021. Asked the local authorities to provide their comments by 1 December 2021, allowing them 28 days to do so (from 4 November 2021). This was extended by agreement following a request from the Councils.
 - Received comments from CWCC and FCC on 25 November 2021 and 7 December 2021, respectively. These responses can be found in **Appendix D4**.
 - Met with FCC and CWCC on 8 December 2021 to confirm action taken following comments on the SoCC. Notes from this meeting can be found in **Appendix D3**.
- 5.2.3. **Appendix D5** 'Regard had to SoCC Responses' provides a summary of the local authorities' comments on the draft SoCC and how the team had regard to those responses, including changes made to the SoCC.
- 5.2.4. The Applicant published the final SoCC on the project's dedicated online consultation hub www.hynethub.co.uk on 9 February 2022 (the start of the statutory consultation period).

- 5.2.5. **Appendix H1** provides copies of the newspaper notices that the Applicant published under Section 47(1)(a) notifying the public that the SoCC can be viewed in full on the website and at the deposit points.
- 5.2.6. **Table 5.1** (below) shows which newspapers the Applicant published the SoCC notice in and when it was published. For Daily Post the notice was published both in English and Welsh. These notices can be found in **Appendix H1**.

Table 5.1 - Newspapers where the SoCC Section 47 Notice was Published

Newspaper	Date
Chester Standard	3 February 2022
Daily Post	4 February 2022

5.3. PRE-CONSULTATION ENGAGEMENT

- 5.3.1. The Applicant met with the local authorities on 26 January 2022 to brief them on the proposed consultation events, public notices and consultation boards. This briefing was attended by CWCC, FCC and the Applicant. Slides from the meeting can be found in **Appendix G1**.
- 5.3.2. The Applicant's pre-consultation engagement with landowners involved communication to arrange ground investigations and ecological, arboriculture and water surveys. This consisted of negotiations with landowners and tenants along the route to agree access licences, coordinate surveys through notification and survey access notices, and where required, condition surveys and follow up to determine any requirements for compensation.

6. STATUTORY CONSULTATION – 9 FEBRUARY 2022 – 22 MARCH 2022

6.1. INTRODUCTION

- 6.1.1. The Applicant's statutory consultation ran from 9 February 2022 to 22 March 2022.
- 6.1.2. The consultation was based on the proposals which included:
- Constructing and using AGIs at Ince, Stanlow, Flint, and Northop Hall;
 - Constructing and using a pipeline from Ince AGI to Stanlow AGI;
 - Constructing and using a pipeline from Stanlow AGI to Flint AGI;
 - Constructing and using a pipeline from Flint AGI to Flint Connection;
 - Repurposing the Flint Connection to the Point of Ayr Terminal pipeline (to transport CO₂); and
 - Constructing, and using, BVSs along the pipeline route.
- 6.1.3. The Applicant's approach to the consultation was centred around inclusivity to ensure as many people as possible were reached. This was achieved by using multiple channels of communication in order to ensure the messaging was heard and listened to. This included: social media, press releases, postcard delivery, Section 42 letters and Section 47 letters. These are detailed in **Table 3.5**.
- 6.1.4. To develop the Applicant's consultee list, the team first carried out desktop research and then consulted local authorities (CWCC and FCC), asking them to provide further information and flag additional groups of interest.
- 6.1.5. The Applicant delivered a pre-consultation session to relevant local authorities on 26 January 2022, giving them information ahead of publication to support their involvement and increase awareness. Attendees were given information about the consultation events and public notices and shown the consultation boards. Slides from this meeting can be found in **Appendix G1**. These briefings were attended by CWCC and FCC.
- 6.1.6. The Applicant also initially consulted landowners and those with land interests via letters and land interest questionnaires (LIQs), asking them to share their views, comments and concerns. These letters contained contact details for the project team, including an email address and phone number. The questionnaire gave them another opportunity to let the Applicant know how they might be affected by the proposals. The letters and feedback forms can be found in **Appendix I4**.

6.2. CONSULTING WITH PRESCRIBED CONSULTEES UNDER SECTION 42(1)(A)(B) AND (C)

- 6.2.1. Section 42 (1)(a) of the PA 2008 requires applicants to consult several ‘prescribed’ bodies. Persons prescribed under Section 42(1)(a) are listed in column 1 of Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the “APFP Regulations”).
- 6.2.2. Section 42(1)(aa) requires consultation with the Marine Management Organisation (MMO) where the project will affect their interests, including where it is in specified areas. The Applicant did not consult the MMO on the DCO Proposed Development as this part of the project will not affect the North West inshore or North West offshore areas, nor any Welsh offshore area.
- 6.2.3. Section 42(1) requires applicants to consult each local authority within Section 43, as follows:
- (1) A local authority is within this section if the land is in the authority’s area.
 - (2) A local authority (“A”) is within this section if:
 - (a) the land is in the area of another local authority (“B”);
 - (aa) B is a unitary council or a lower-tier district council; and
 - (b) any part of the boundary of A’s area is also a part of the boundary of B’s area.
 - (2A) If the land is in the area of an upper-tier county council (“C”), a local authority (“D”) is within this section if:
 - (a) D is not a lower-tier district council; and
 - (b) any part of the boundary of D’s area is also part of the boundary of C’s area.
- 6.2.4. Section 42(1)(c) requires consultation with the Greater London Authority, if the land is in Greater London. As the DCO Proposed Development is outside London, the GLA was not consulted.
- 6.2.5. The Applicant consulted with the relevant local authorities, namely CWCC and FCC. Further information can be found in chapter 5.2 and in appendix A3 and A4.

6.3. PRESCRIBED BODIES – SECTION 42(1)(A)

- 6.3.1. A full list of the bodies consulted under Section 42(1)(a), as identified through Schedule 1 of the APFP Regulations, can be found at **Appendix E1 – E3**.
- 6.3.2. All of the APFP Schedule 1 stakeholders relevant to Scotland have not been included as the project will not affect Scotland, and consultation was not required in Scotland.

- 6.3.3. The Applicant did not consult Transport for London, The Marine and Fisheries Agency, Trinity House and Joint Nature Conservation Committee on the DCO Proposed Development as they are not relevant to this project.
- 6.3.4. CABE (The Commission for Architecture and the Built Environment), The Commission for Rural Communities and Regional Development Agencies did not need to be consulted as they are now defunct.
- 6.3.5. The Applicant consulted Homes England (previously the Homes and Communities Agency) and Historic England (previously the English Heritage).
- 6.3.6. Local authorities' internal drainage boards were consulted with via the Applicant's engagement with the local authorities.
- 6.3.7. The Countryside Council for Wales were merged with the Forestry Commission Wales and Environment Agency Wales to form Natural Resources Wales who were consulted.
- 6.3.8. The British Waterways Board was replaced by The Canal and Rivers Trust who were consulted as part of this consultation.
- 6.3.9. Prescribed bodies were contacted in a number of ways throughout the consultation:
- The Applicant sent an email to stakeholders on 25 January 2022 to establish whether they were happy to receive information via email. A copy of this email can be found in **Appendix K1**.
 - Pre-application publicity in accordance with Section 48 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (EIA) Regulations 2017 local authorities – Section 42(1)(b) and Section 43. This was sent on 10 February 2022. The letter contained key information and the address of the Hynet hub where all additional documents could be found. A copy of this letter can be found in **Appendix F1**.
 - The Applicant sent an email to prescribed bodies on 7 February 2022, notifying them of the start of the consultation. A copy of this email can be found in **Appendix G2**.

6.4. PRESCRIBED BODIES – SECTION 42(1)(B)

- 6.4.1. The local authorities affected by the proposals and consulted on the DCO Proposed Development are detailed in the table below. **Figure 6.1** shows all host authorities outlined in red and all neighbouring authorities outlined in blue. The order limits for the CO₂ pipeline fall wholly within CWCC, and FCC. All local authorities bordering CWCC and FCC were included as neighbouring authorities.

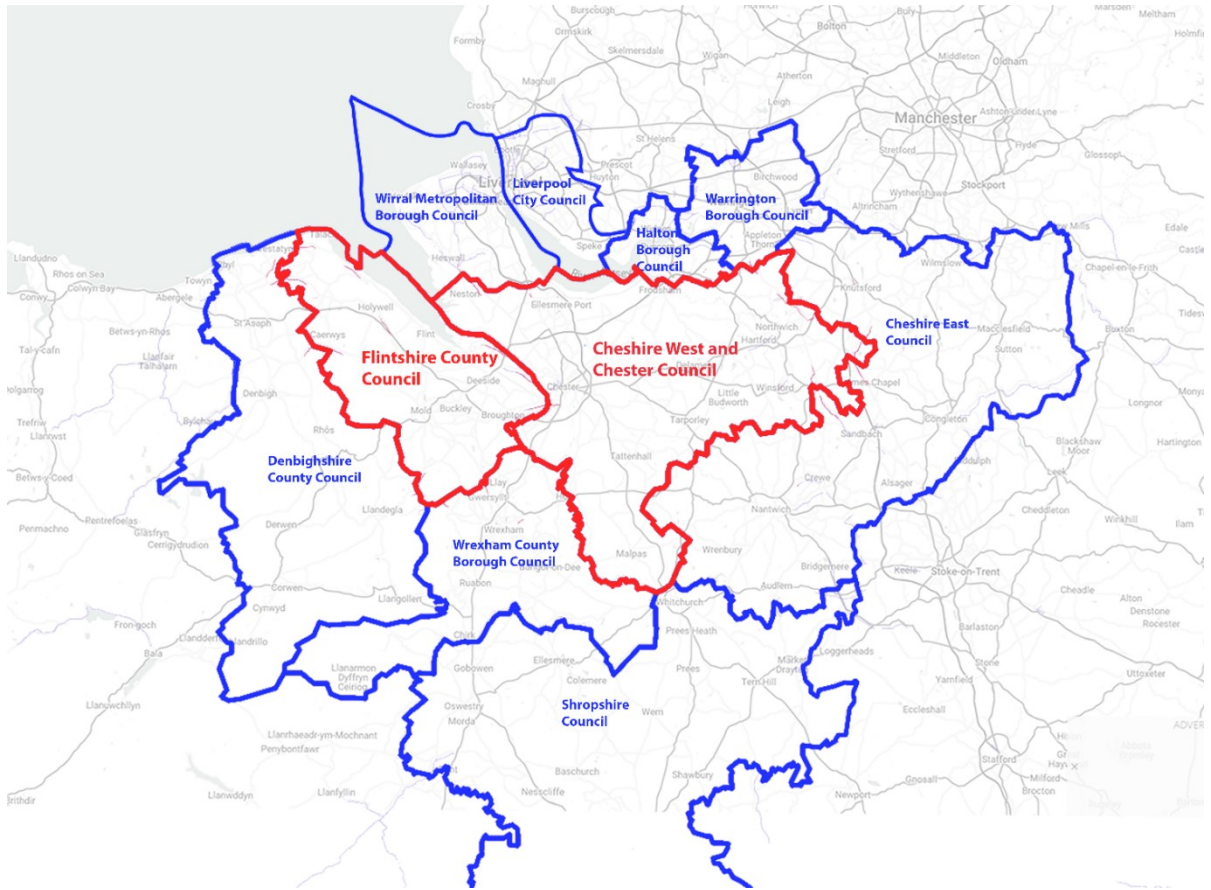


Figure 6.1 - Map of Local Authorities Consulted with

Table 6.1 - Description of Local Authorities Consulted with

Local Authority	Provision	Category for S43(2) or S43(2A)	Description
Cheshire West and Chester Council	S43(1), S43(2)(a), S43(2)(aa)	B	The land to which the DCO Proposed Development relates is in the authority's area. This authority is a unitary authority.
Flintshire County Council	S43(1), S43(2)(a), S43(2)(aa)	B	The land to which the DCO Proposed Development relates is in the authority's area. This authority is a unitary authority.
Halton Borough Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority.
Warrington Borough Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority. This is a unitary authority.
Cheshire East Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority. This is a unitary authority.
Shropshire Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority. This is a unitary authority.
Wrexham County Borough Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority. This is a unitary authority.
Wirral Metropolitan Borough Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority.
Liverpool City Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority.
Denbighshire County Council	S43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority.

- 6.4.2. The Applicant consulted the local authorities throughout the development of the DCO Proposed Development.
- The Applicant held monthly (virtual) meetings with CWCC and FCC. These provided the councils with information ahead of publication, as well as updates on the DCO process. A schedule of these meetings can be found in **Appendix A3 and A4**. The presentations and meeting minutes of meetings related to the SoCC can be found in **Appendix D3**.
 - Email contact methods were undertaken to establish whether stakeholders were happy to be contacted and to receive information via email. This was sent on 25 January 2022. A copy of this email can be found in **Appendix K1**.
 - Pre-application information was published in accordance with Section 48 of the PA 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, Local Authorities – Section 42(1)(b) and Section 43 of the PA 2008. This was sent on 7 February 2022. A copy of this letter can be found in **Appendix F1**.
 - An email notifying stakeholder of the start of the consultation was further circulated to raise awareness of the consultation period. This was sent on 9 February 2022. A copy of this letter can be found in **Appendix G2**.

6.5. CONSULTING PERSONS WITH AN INTEREST IN LAND UNDER SECTIONS 42(1)(D) & SECTION 44

6.5.1. Section 42(1)(d) and Section 44 of the PA 2008 set out how an applicant must consult with those who own, or have an interest in, land affected by the DCO Proposed Development. These are referred to as Persons with an Interest in Land (PILs).

6.5.2. Under Section 44, PILs are split into three categories:

- **Category 1:** Where the Applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land;
- **Category 2:** Where the Applicant, after making diligent inquiry, knows that the person is interested in the land, or has power to sell and convey the land, or to release the land; and
- **Category 3:** Where the Applicant thinks that, if the order sought by the DCO Proposed Development were to be made and fully implemented, the person would or might be entitled to make a relevant claim:
 - As a result of the implementing of the order;
 - As a result of the order having been implemented; or
 - As a result of use of the land once the order has been implemented.

- 6.5.3. A precautionary approach was taken to identify all those parties within the Order Limits and within categories 1, 2 and 3, and in any cases where the Order Limits were increased as a result of the developing design or consultation feedback, the referencing limits were also extended to match and diligent inquiry conducted over any new land.
- 6.5.4. Overall, 837 PILs were consulted during the statutory consultation:
- 459 PILS were in Category 1;
 - 158 PILS were in Category 2;
 - 210 PILS were in Category 3; and
 - 215 PILS were initially consulted based on Category 1 or 2 interests, but no longer have an interest in land due to Order Limit changes
- 6.5.5. The Applicant made diligent inquiry about the categorisation of PILs. They were initially identified by their registration as freeholders, leaseholders and beneficiaries of any legal rights identified from Land Registry titles. Subsequently, tenants, occupiers and any other interests were identified through engagement with contacts with registered interests. In total, 828 LIQs were issued between December 2021 and March 2022. Contacts were followed up via phone, email, post and site visits. Some landowners required initial engagement via access arrangements, where details of any tenants or occupiers were often provided on returned agreements. Further identification of some tenants and occupiers required site visits, for example in Deeside Lane and Pentre Industrial Estate. Interests in unregistered land were finally identified through a combination of site visits, desktop research and engagement with land agents and neighbouring landowners. Site notices were put up where required.
- 6.5.6. The Applicant's consultation with PILs consisted of letters sent by Royal Mail 1st class, on 7 February 2022, of which copies can be found in Appendix E3. If any letters were returned as 'undeliverable', desktop research was conducted to find alternative addresses. Sources consulted included 192, Companies House and Google. When a legitimate alternative address was found, the letter was resent to that address. Neighbours and other landowners with known contact details were also liaised with to attempt to find new addresses, and two notices were hand-delivered. There were 19 instances of notices being re-issued. Five PILs were initially missed from interests identified in LIQs returned after the initial mailout. Section 42 notices were sent to these PILs on 18 March 2022 with a deadline for receipt of comments (see **Appendix F4**).
- 6.5.7. Further detail on the Land referencing methodology can be found in **Appendix I1**.

- 6.5.8. The land referencing activities culminated in the production of a Consultation List, comprising a schedule of names and addresses to be sent consultation material under s42(1)(d) of the Planning Act 2008.
- 6.5.9. As per the Inspectorate's guidance (guidance on the pre-application process), the land referencing team continued to identify new and additional interests within referencing limits throughout and after the conclusion of Section 42 consultation but before the application was submitted. The Applicant then provided a proportionate opportunity to any new person identified with a land interest to make their views known on the application through the targeted consultations. Where new interests in land were identified very shortly before the intended submission of the application, despite diligent efforts earlier in the process, the Applicant was proactive and helpful in ensuring that the person understood how they can, if they so wish, engage with the process if the application is accepted for examination.

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- 6.5.10. The land referencing information data was used to produce the Book of Reference (**Document reference: D.4.3**) and associated land plans (**Document reference: D.2.2**) for submission as part of the DCO application, and will be used to populate and issue notices under Section 56 of the PA 2008 if and when the submitted application is accepted by the Inspectorate.

6.6. CONSULTATION UNDER REGULATION 11(1)(C) OF THE EIA REGULATIONS 2017

- 6.6.1. On 14 July 2021, the Inspectorate notified the Applicant that they had identified six additional 'non-prescribed' consultees under Regulation 11(1)(c) of the EIA Regulations 2017 whom the Inspectorate considers 'to be, or to be likely to be, affected by, or to have an interest in' the DCO Proposed Development as set out in Table A4 of Appendix 1 of the Scoping Opinion (**Document reference: D.6.3.1.2**).

6.7. NOTIFYING THE SECRETARY OF STATE UNDER SECTION 46

6.7.1. Section 46 of the PA 2008 requires an applicant to notify the SoS of the proposed application for development consent. This must be done on, or before, the commencement of the statutory consultation under Section 42, and said applicant must supply the SoS with the same information as is proposed to be used for the Section 42 consultation.

6.7.2. The Applicant submitted the Section 46 letter to the SoS on 7 February 2022. The letter notified the SoS of the proposed DCO application under Section 46 of the PA 2008. The separate sections of the proposed pipeline, including AGIs and BVSSs, were detailed, along with the deadline for a response to the consultation. This letter can be found in Appendix B1. The Applicant enclosed the following materials with this letter:

- An example copy of the Section 42 letter. This can be found in **Appendix F1**;
- Section 48 Notice. This can be found in **Appendix H2**;
- The consultation brochure. This can be found in **Appendix G10**;
- The PEIR Non-Technical Summary ('NTS'). This can be found in **Appendix J**; and
- The SoCC. This can be found in **Appendix D1**.

6.7.3. The Inspectorate emailed the Applicant to acknowledge receipt of the Section 46 letter on 8 February 2022. This letter can be found on the Inspectorate's website via <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN070007/EN070007-000084-Hynet%20CO2%20pipeline%20s46%20acknowledgement.pdf>.

6.7.4. The acknowledgement receipt from the Inspectorate can also be found in **Appendix B2**.

6.8. CONSULTING THE LOCAL COMMUNITY UNDER SECTION 47

6.8.1. Section 47 of the PA 2008 sets out an applicant's duty to consult the local community about a proposed application.

6.8.2. The Applicant consulted the local community in line with the SoCC, which was published on 9 February 2022 and could be accessed on the HyNet Hub at www.hynethub.co.uk. They ensured the SoCC was available on the HyNet hub in Welsh and made hardcopies available on request.

6.8.3. The SoCC can be found in **Appendix D1**.

6.9. ADHERING TO THE COMMITMENTS IN THE SOCC

6.9.1. **Table 6.2** (below) outlines how the Applicant undertook the consultation in accordance with the commitments outlined in the SoCC.

Table 6.2 - How the Statutory Consultation was Undertaken in Accordance with the SoCC

Where is this Commitment in the SoCC	Commitment as it Appears in the SoCC	How The Applicant Fulfilled this Commitment
3.1.1	In accordance with Section 47 of the PA 2008, the Applicant will consult people living in the vicinity of the DCO Proposed Development, including those affected by the construction and operation of the DCO Proposed Development.	The Applicant delivered a postcard to all properties within 500m of the order limits totalling approximately 13,000 postcards. A copy of this postcard can be found in Appendix G9 along with an image of the delivery area. (Appendix E5).
3.2.1	The consultation will be held over a 6-week period from 9 February 2022 to 22 March 2022.	The consultation was launched on 9 February 2022 and closed on 22 March 2022.
3.2.2	The Applicant will be mindful of all COVID-19 restrictions and guidance in place at the time of the consultation. At the time of developing this SoCC, it is anticipated that there may remain some social distancing requirements for public events. The consultation will therefore be held both online, via a dedicated website, and through digital events for people to participate in. This will be combined with some in-person events and non-digital opportunities to view and comment on the DCO Proposed Development, subject to COVID-19 restrictions. All face-to-face events will be held in line with Government guidance on social distancing requirements	<p>There were three online interactive sessions, and seven in-person events took place over a number of locations during the consultation period:</p> <ul style="list-style-type: none"> • Tuesday 15 February 2022, 2-4pm at Llanasa Village Hall, Llanasa, Holywell, CH8 9NF. • Tuesday 15 February 2022, 5-7pm at Talacre Community Centre, Gamfa Wen, Talacre, CH8 9RT. • Monday 28 February 2022, 3-7pm at Vernon Institute, 62 Hermitage Road, Saughall, CH1 6EN. • Saturday 5 March, 11am-1pm at Quay Building, Fron Road, Connah's Quay, CH5 4PJ. • Saturday 5 March, 2-4pm at Northop Village Hall, High Street, Northop, CH7 6BQ. • Saturday 5 March, 5-7pm at Queensferry War Memorial Institute, Chester Road West, Queensferry, CH5 1SA. • Wednesday 9 March, 3-7pm at Ellesmere Port Civic Hall, Civic Way, Ellesmere Port, CH65 0AZ. <p>All face-to-face events were held in line with the relevant government guidance on social distancing and other COVID-19 requirements (English or Welsh) in force at the time.</p>
3.2.4	Explain and raise awareness around the DCO Proposed Development and the role that the Applicant can play in helping to tackle climate change, whilst supporting the local community	<p>The Applicant aimed to improve awareness of the DCO Proposed Development through its series of engagement activities, which included:</p> <ul style="list-style-type: none"> • Delivering approximately 13,000 postcards. • Placing Section 48 notices at intervals along the route. The locations of these notices are recorded in Appendix H2. • Running targeted advertisements and posts on social media. • Updating and promoting the HyNet hub, the dedicated online consultation hub (www.hynethub.co.uk). • Issuing press releases to local and national media organisations in the week prior to 9 February 2022. (Appendix G7).

Where is this Commitment in the SoCC	Commitment as it Appears in the SoCC	How The Applicant Fulfilled this Commitment
		<ul style="list-style-type: none"> Writing to stakeholders, including local community groups. These stakeholders are detailed in Appendix E4 and the letters can be found in Appendix G2. The consultation brochure and factsheets, available on the HyNet hub throughout the consultation period, explained the role the Applicant can play in helping to tackle climate change while supporting the local communities affected (Appendix G10 and G13)
3.2.4	Clearly explain the technicalities behind the DCO Proposed Development, so that communities can make informed comments	The consultation brochure introduced the project through clear explanations of the processes and impacts on communities. Information was available in English and Welsh. The PEIR non-technical summary was available on the Hynet hub in English and Welsh and at deposit points along with the consultation brochure. All documents were available online and at deposit points. Evidence of the documents on the Hynet hub can be found in Appendix G15 and evidence of the document at the deposit points can be found in Appendix G5 .
3.2.4	Generate interest and engagement in the DCO Proposed Development, and generate opportunities for people to have their say on the DCO Proposed Development	The Applicant published on the HyNet hub. This included the brochure, factsheets, interactive map and explainer videos. The Applicant also created targeted paid-for advertisements on social media, which generated additional interest.
3.2.4	Ensure that all communities, individuals and interested parties have equal opportunities to learn about the DCO Proposed Development and to provide their views.	<p>Consultation information was available:</p> <ul style="list-style-type: none"> On HyNet hub; At deposit points; and On request by contacting the project team on the dedicated phone number 0203 116 5919. <p>Feedback could be submitted by email, feedback form (online or postal) and by writing to the freepost address.</p>
3.2.6	<p>Specific feedback will be sought on:</p> <ul style="list-style-type: none"> The detailed routing of the CO₂ pipeline within the proposed carbon dioxide pipeline corridor 	Questions 9, 10, 14, 19 and 20 in the feedback forms sought feedback on specific routing of the proposed pipeline through asking which route option was supported, if any, offered the chance to comment on alternative options, as well as offering a 'no preference' option for the relative sections of the pipeline (Appendix G12).
3.2.6	<p>Specific feedback will be sought on:</p> <ul style="list-style-type: none"> Potential environmental impacts and the proposed mitigation measures Potential construction impacts and the proposed management of these 	Questions 24, 25 and 26 in the feedback form sought feedback on the PEIR and mitigation measures (Appendix G12).
3.2.6	<p>Specific feedback will be sought on:</p> <ul style="list-style-type: none"> Areas of community interest such as local benefits and jobs. 	See Question 27 in the feedback form covered this point (Appendix G12).

Where is this Commitment in the SoCC	Commitment as it Appears in the SoCC	How The Applicant Fulfilled this Commitment
3.3.1	It will be critical to consult with local community groups within the vicinity of the DCO Proposed Development, including local residents, businesses, those that have asked to be kept updated about the DCO Proposed Development and other community interest groups	The Applicant sent approximately 13,000 postcards to the consultation zone, including businesses and residential properties. The community groups were consulted, as agreed with CWCC and FCC in the SoCC. An email (Appendix G2) was sent to the community groups (Appendix E5).
3.3.1	Other groups that may be affected include those that are harder-to-reach or seldom-heard groups which require particular focus and proactive engagement during the consultation process. This includes young people (aged 25 or under).	The Applicant promoted the DCO Proposed Development on social media. The HyNet hub is a dedicated online consultation hub which is mobile-friendly website. It includes easy-to-understand, short explainer videos available to watch. The Applicant also sent an email to schools in the local area details of which can be found in Appendix E6 and G3 . Further engagement activities are detailed in row 3.5.7 of this table.
3.3.1	Other groups that may be affected include those that are harder-to-reach or seldom-heard groups which require particular focus and proactive engagement during the consultation process.	There was a wide range of approaches used to reach people, including multiple options for them to contact the project team (Freepost, email, phone, website). For more information see Section 6.5 . Consultation materials were available in English and Welsh, as well as other languages, large print, and braille on request. There was a variety of different types of events (both in-person and online). See Section 6.8.1 .
3.3.8	Time-poor people – 70.3% of Flintshire ward residents and 76.4% of Cheshire West and Chester ward residents are in employment according to the 2011 Census. It will be important to provide opportunities to participate in the consultation both inside and outside of normal working hours, as well as providing a combination of online and in-person opportunities (where possible, having regard to COVID-19 restrictions) for people to participate at their convenience.	The Applicant provided a mix of online and in-person events during weekdays, daytimes, evenings and weekends as detailed in row 3.2.2 in this table. There are also short explainer videos to explain the DCO Proposed Development on the HyNet hub.
3.3.8	Older people and people with disabilities – Ensuring that digital platforms and materials are accessible to all audiences. If COVID-19 restrictions allow, any in-person event (such as public exhibitions or deposit points) venues will be close to local residents, with adequate means of access and suitable opening hours. Consultees will also be able to request hard copies of the consultation information or in alternative formats, including large text.	The Applicant ensured that virtual events and digital materials were accessible to all audiences. There were four in-person events and documents were stored at four different deposit points along the route of the DCO Proposed Development, which had adequate means of access and suitable opening hours. See Table 3.6 para 57 .
3.3.8	People whose first language is not English or Welsh - consultees will also be able to request copies of the consultation information (including the brochure and PEIR Non-Technical Summary, but not the full PEIR) in other languages.	Consultees were able to request copies of the consultation information (including the brochure and PEIR Non-Technical Summary, but not the full PEIR) in other languages.
3.3.8	As the DCO Proposed Development is situated in both England and Wales, the brochure, PEIR Non-Technical Summary and feedback forms will be available in both English and Welsh. Welsh translators will also be available for specific in-person events and online webinars.	The brochure, PEIR Non-Technical Summary and feedback forms were available in both English and Welsh. Welsh translators were available for specific in-person events and online webinars including those at Llanasa, Talacre and Connah's quay, Northop, Queensferry and the Saughall. (See Table 6-8).

Where is this Commitment in the SoCC	Commitment as it Appears in the SoCC	How The Applicant Fulfilled this Commitment
3.4.1	<p>In accordance with the relevant legal requirements, the Applicant will publicise Section 47 and Section 48 notices in the following local newspapers, with one notice appearing in each newspaper:</p> <ul style="list-style-type: none"> • Chester Chronicle; • Chester Standard; • Daily Post; and • The Leader Flintshire. <p>The Section 47 and Section 48 notices will include details on how people can engage and participate in the consultation, the web address of the project engagement portal (hynethub.co.uk) and contact details for the Applicant in the event of questions or queries.</p> <p>The adverts will be published before the start of the statutory period of public consultation.</p>	<p>Section 47 notices were issued in the following papers in January and February 2022:</p> <ul style="list-style-type: none"> • Chester Standard • Daily Post <p>Section 48 notices were issued in the following papers in January and February 2022:</p> <ul style="list-style-type: none"> • Chester Chronicle • The Leader Flintshire • The Guardian • The London Gazette <p>A copy of these adverts can be found in Appendix H1 and H2. See Table 3-5 - Section 48: Duty to publicise the proposed application for details on publishing dates.</p>
3.4.5	<p>An information postcard will be distributed to every residential and business address within 500m of the draft Order Limits containing:</p> <ul style="list-style-type: none"> • A brief description of what is proposed; • Ways in which recipients can get involved in the consultation, including by viewing the DCO Proposed Development information and submitting feedback online and with a paper form; • The URL of the Hynet hub; • Contact details for the project team; • Dates and times of events (online and in-person, where possible) and how to join them; and • Deadline for responses. 	<p>The postcard was distributed to all properties within 500m of the Order Limits. The Applicant sent approximately 13,000 postcards to the consultation zone. The postcard can be found in Appendix G9.</p> <p>The postcard contained information on what was being proposed. The URL of the project website (www.hynethub.co.uk), contact details for the project team (phone number, email addresses and freepost address), the days and time of the events both on-line and in-person. It also included details on the ways recipients could get involved and the deadline for those responses.</p>
3.4.6	<p>Existing HyNet social media platforms (Twitter, Facebook and LinkedIn) will be used to generate interest and participation in the consultation.</p> <p>Communications will provide bitesize factual information on the DCO Proposed Development, making clear how people can participate in the consultation.</p>	<p>Posts and targeted advertisement were made on HyNet's Twitter, Facebook and LinkedIn profiles to generate interest. Examples of these posts can be found in Appendix G6.</p>
3.5.1 - 6	<p>HYPNET HUB</p> <p>The main portal for the consultation will be the established engagement portal: https://hynethub.co.uk/. This portal will be the initial port-of-call for most community members and other interested parties. It will host a suite of information to cater to</p>	<p>The materials produced by the Applicant include: HyNet hub (See Appendix G15), brochure (See Appendix G10), exhibition boards (See Appendix G11), PEIR, PEIR NTS (See Appendix J), SoCC (See Appendix D1), factsheets (See Appendix G13) and feedback form (See Appendix G12).</p>

Where is this Commitment in the SoCC	Commitment as it Appears in the SoCC	How The Applicant Fulfilled this Commitment
	<p>different interests and levels of detail. The portal is also accessible from the main HyNet website (www.hynet.co.uk).</p> <p>The portal has information on all aspects of the Project including, the net zero target, carbon capture and storage and hydrogen. A consultation on a HyNet hydrogen pipeline is also being held in January-March 2022. Further consultations could be held on other components of the wider HyNet Project in the future. The portal will also be the main platform for people to provide their feedback, and to sign up to participate in the online events.</p> <p>BROCHURE, BOARDS AND FEEDBACK FORM</p> <p>A suite of consultation materials will be available for people to view and inform themselves around the DCO Proposed Development. These materials will include:</p> <ul style="list-style-type: none"> • A brochure outlining background information on the DCO Proposed Development, details of what is proposed and ways to submit feedback; • Exhibition boards which provide further information on specific elements of the DCO Proposed Development, including background information on the wider HyNet Project, the planning process and construction Considerations; • The PEIR; • A Non-Technical Summary of the information included in the PEIR; • The SoCC; • Factsheets; and • A feedback form. <p>All materials will be available online to view and download. Hard copies and alternative formats of the materials will also be made available to people upon request. Details on how to request hard copies or alternative formats will be made clear on the Hynet hub and on the publicity postcard which will be issued to all addresses within the consultation zone.</p> <p>Copies of the brochure, feedback form and Non-Technical Summary of the PEIR will be provided free of charge on request. A full hard copy of the PEIR will also be available on request for a cost of £200.</p>	
3.5.7	Copies of the brochure will be sent to schools and colleges within, or just outside, the consultation zone.	The Applicant emailed copies of the consultation brochure to schools and colleges within, or just outside, the consultation zone on 8 March 2022. A copy on this email can be found in Appendix G3 . A list of institutions contacted can be found in Appendix E6 .
3.5.14-15	Throughout the consultation period, hard copies of the brochure and PEIR Non-Technical Summary will be available for inspection at deposit points. All documents	Hard copies of the consultation brochure and PEIR non-technical summary were made available online at www.hynethub.co.uk and at the four specified deposit points:

Where is this Commitment in the SoCC	Commitment as it Appears in the SoCC	How The Applicant Fulfilled this Commitment
	<p>will be available online. This will be subject to COVID-19 restrictions at time of consultation. The deposit points will be:</p> <ul style="list-style-type: none"> Venue and address Opening times <ul style="list-style-type: none"> Ellesmere Port Library Civic Way, Ellesmere Port, CH650BG Flint Library Church Street, Flint, CH6 5AP Prestatyn Library 21 King's Avenue, Prestatyn, LL19 9AA Chester Library at Storyhouse Hunter Street, Chester, CH1 2AR 	<ul style="list-style-type: none"> Ellesmere Port Library, Civic Way, Ellesmere Port, CH65 0BG. Flint Library, Church Street, Flint, CH6 5AP. Prestatyn Library, 21 King's Avenue, Prestatyn, LL19 9AA. Chester Library at Storyhouse, Hunter Street, Chester, CH1 2AR.
3.5.16	<p>Details on how to request hard copies will be made clear on the postcard that is distributed across the consultation zone.</p>	<p>The postcard stated: "If you would prefer a hard copy of the consultation materials, or if you require these in different languages or different formats such as braille or large print, please contact us using the details below."</p> <p>See Appendix G9.</p>
3.6.1 -.2	<p>An online feedback form will be available for people to provide their comments and views on the DO Proposed Development. This will be the main tool for capturing consultation feedback. Alternatively, people will be able to provide feedback by email at info@hynet.co.uk, or by mail using Freepost HYNET NORTH WEST.</p> <p>The deadline for providing consultation feedback will be 11.59pm on Tuesday 22 March 2022.</p>	<p>The feedback was available online and in hardcopy format. A copy of the feedback form can be found in Appendix G12.</p> <p>Hard copy consultation responses could be submitted via post FREEPOST HYNET NORTH WEST, or via the HyNet email address (info@hynet.co.uk).</p>

6.10. PUBLICISING PURSUANT TO SECTION 48

- 6.10.1. Section 48 of the PA 2008 sets out how an applicant must publicise its proposed application for development consent.
- 6.10.2. The statutory publicity requirements are set out in Regulation 4 of the APFP Regulations.
- 6.10.3. **Table 6.3** provides a summary of the newspapers in which the Section 48 notice was published and the dates the notice ran for. Section 48 notices are provided in **Appendix H2**.

Table 6.3 - Summary of Newspapers

Newspaper	Dates
Chester Chronicle	27 January 2022, 3 February 2022
The Leader Flintshire	31 January 2022, 7 February 2022
The Guardian	31 January 2022
The London Gazette	31 January 2022

6.11. MAKING INFORMATION AVAILABLE AND ENQUIRY CHANNELS

- 6.11.1. The Applicant had a number of materials available to be accessed in a range of ways. These included:

CONSULTATION BROCHURE

- 6.11.2. The consultation brochure was made available in Welsh and English, and all these materials could be accessed online via the dedicated online consultation hub (hynethub.co.uk). The Applicant also ensured copies were available at consultation events and deposit points along the Order Limits. Additionally, the Applicant made hard copies, translations and assisted documents available on request. See **Appendix G10** for a copy of the consultation brochure.

FEEDBACK FORM

- 6.11.3. This document was available both as hard copies and online. The Applicant also ensured copies were available at consultation events and deposit points along the Order Limits. Additionally, the Applicant made hard copies, translations and assisted documents available on request. Participants could submit responses online, via the email address, freepost address or by giving their form to a member of the project team at an in-person event. See **Appendix G12** for a copy of the feedback form.

FACTSHEETS

- 6.11.4. The factsheets covered a range of topics related to this project including Carbon Capture and Storage, Hydrogen Production, The Hydrogen Economy, Planning for the CO₂ pipeline, Unlocking a Low Carbon Economy, and Why We Need HyNet. These documents were available both as hard copies and online. The Applicant also ensured copies were available at deposit points along the Order Limits. Additionally, the Applicant made hard copies, translations and assisted documents available on request. See **Appendix G13** for a copy of the factsheets.

HYNET EXPLAINER VIDEO (WITH SUBTITLES)

- 6.11.5. The explainer video was available on the HyNet hub and displayed at consultation events. Stills of this video are available in **Appendix G16**.

STATEMENT OF COMMUNITY CONSULTATION (SOCC)

- 6.11.6. The SoCC was available on the HyNet hub and submitted to the local authorities for comment as detailed in **Chapter 5**. A copy of the SoCC can be found in **Appendix D1**.

PRELIMINARY ENVIRONMENTAL INFORMATION REPORT (PEIR) AND THE NON-TECHNICAL SUMMARY

- 6.11.7. This PEIR and non-technical summary were made available on the HyNet hub. In addition, the Applicant ensured copies of the PEIR and the non-technical summary were available to view at consultation events and the deposit point. These documents can be found in **Appendix J**.

EXHIBITION BOARDS

- 6.11.8. The exhibition boards were presented at the in-person consultation events. See **Appendix G11**.
- 6.11.9. The Applicant held seven in-person events during the consultation period, featuring 15 pull-up banners which provided information on the project and the specific sections of the pipeline. Three online interactive sessions were also held which featured a short presentation and then opened up for a Q&A session. This PowerPoint can be found in **Appendix G14**.
- 6.11.10. The dates, locations and times of these events are presented in **Table 6.4**:

Table 6.4 - Details of Events Held During Statutory Consultation Period

Date	Location	Time	Attendees
Tuesday 15 February 2022	Llanasa Village Hall, Llanasa, Holywell, CH8 9NF	2-4pm	15
Tuesday 15 February 2022	Talacre Community Centre, Gamfa Wen, Talacre, CH8 9RT	5-7pm	52
Monday 28 February 2022	Vernon Institute, 62 Hermitage Road, Saughall, CH1 6EN	3-7pm	66
Saturday 5 March 2022	Quay Building, Fron Road, Connah's Quay CH5 4PJ	11am - 1pm	16
Saturday 5 March 2022	Northop Village Hall, High Street, Northop, CH7 6BQ	2-4pm	31
Saturday 5 March 2022	Queensferry War Memorial Institute, Chester Road West, Queensferry, CH5 1SA	5-7pm	18
Wednesday 9 March 2022	Ellesmere Port Civic Hall, Civic Way, Ellesmere Port, CH65 0AZ	3-7pm	14
Saturday 19 February 2022	Online presentation - book your place at www.hynethub.co.uk	1-2pm	13
Thursday 24 February 2022	Online presentation - book your place at www.hynethub.co.uk	6-7pm	11
Friday 11 March 2022	Online presentation - book your place at www.hynethub.co.uk	11am - 12pm	13

- 6.11.11. An online version of the feedback form was available throughout the consultation. Hard copies were available at the consultation events and also on request. These documents could be handed directly to the project team at these events or sent to us via the freepost address FREEPOST HYNET NORTH WEST. A copy of the feedback form can be found in Appendix G12. The Applicant also received responses via the HyNet inbox (info@hynet.co.uk). The Applicant provided the following channels for consultees to contact the team:

Website – www.hynethub.co.uk

Email – info@hynet.co.uk

Phone – 0203 116 5919

Post - FREEPOST HYNET NORTH WEST

6.12. ENGAGING HARD TO REACH GROUPS

6.12.1. The Applicant identified a range of hard-to-reach groups in the vicinity of the DCO Proposed Development, including:

- Time-poor people – 70.3% of Flintshire ward’s residents and 76.4% of Cheshire West and Chester ward’s residents are in employment, according to the 2011 Census. To account for this, the Applicant provided opportunities to participate in the consultation both inside and outside of normal working hours. This was done by providing information on the HyNet hub and holding events both inside and outside work hours as well as on the weekend as can be seen in **Table 6.4**.
- Older people and people with disabilities – The Applicant hosted four in-person events and ensured that documents were available at four deposit points along the route of the DCO Proposed Development, which had adequate means of access and suitable opening hours. These opening hours are detailed in **Table 3.5.15** of the SOCC (**Appendix D1**) and photo evidence can be found in **Appendix G5**.
- People whose first language is not English or Welsh – Any person was able to request copies of the consultation information (including the brochure and PEIR Non-Technical Summary, but not the full PEIR) in other languages. Zero requests were received.
- The consultation brochure, PEIR Non-Technical Summary and feedback forms were available in both English and Welsh. The Applicant ensured that a Welsh speaker attended the events at Llanasa, Talacre, Connah’s Quay, Northop, Queensferry and Saughall.
- Young people (those aged 25 or under) – the Applicant used social media to raise awareness of the DCO Proposed Development. They also emailed a range of schools and colleges. This email and a list of the schools they contacted can be found in **Appendix E6 and G3**. The Applicant also participated in events with schools and colleges and young people these are included in Appendix A1. A summary of these event can be found in **Table 6.5**.

Table 6.5 - Schools Events

Name of Event	Date of Event	Purpose of Event
Green Industry Skills Fair	1 June 2021	HyNet introductory presentation and workshop on all the options for getting to net zero.
Climate Change Careers	11 November 2021	Careers opportunities in sustainable energy and technologies - especially what large projects like HyNet will deliver.
STEM - Careers in Clean Energy (Cadent Foundation)	13 January 2022	Talking to local Year 9 students about a career in engineering, the HyNet project, and encouraging them to explore careers in clean energy.
Careers Breakfast - Kings School Chester	25 March 2022	Careers opportunities in engineering and sustainable energy and technologies - especially what large projects like HyNet will deliver.

7. RESPONSES TO STATUTORY CONSULTATION

7.1. INTRODUCTION

- 7.1.1. The statutory consultation closed at 11.59pm on 22 March 2022.
- 7.1.2. Overall, the Applicant received **75** responses.
- 7.1.3. The Applicant has separated these responses out into a prescribed list in **Table 7.1**.

Table 7.1 - Number of Comments Received by Type of Responder

Type of Responder	Number
Members of the public and organisations under Section 47	33
Prescribed consultees under Section 42(1)(a)	19
Local authorities under Section 42(1)(b)&(c)	2
Section 42(d)	21

- 7.1.4. Section 42(1)(a) consultees who responded to statutory consultation.

- British Pipeline Agency;
- Cadent;
- Canal and River Trust;
- Cheshire Fire and Rescue;
- Environment Agency;
- ESP Utilities Group Ltd;
- Historic England;
- HSE;
- Liverpool City Region Combined Authority;
- Ministry of Defence;
- National Grid;
- NATS;
- Natural England;
- Natural Resources Wales;
- Public Health Wales;
- UK Health Security Agency;
- United Utilities;
- Welsh Government; and
- Welsh Water.

7.1.5. List of Section 42(1)(b)&(c) who responded:

- Cheshire West and Chester Council; and
- Flintshire County Council.

7.2. RESPONSES RECEIVED TO THE STATUTORY CONSULTATION

7.2.1. Consultees were able to comment on multiple sections of the pipeline, which resulted in 109 comments received by the 75 responders. **Table 7.2** sets these comments out by route section.

Table 7.2 - Number of Comments Received by Route Section

Section	Between	Passing	Number of Comments
1	Ince & Thornton-le-Moors	Stanlow, Elton	22
2	Thornton-le-Moors & A41	M56 and M53	15
3	A41 & A548	Saughall, Mollington	21
4	A548 & A550	Mancot, Pentre	16
5	A550 & B5126	Aston, Ewloe, Northop Hall	25
6	B5126 & A5119	Flint	5
7*	A5119 & Point of Ayr	Babell, Llanasa	5

* Section 7 is wholly existing pipeline with three new BVSs. At the time of the statutory consultation, the Applicant proposed four new BVSs within this section. It was later decided that one BVS was not needed, with three retained.

7.3. ANALYSING RESPONSES TO THE STATUTORY CONSULTATION

7.3.1. Responses were initially recorded and subsequently divided into separate comments made by each respondent. Respondents were made anonymous, and their comments coded into relevant themes. Similar comments were grouped together, with a record of the coded respondents against those comments. The themes were divided by relevance to the project pipeline's sections, and codes were labelled in such way. Each theme was labelled by issue and then assigned to a subject matter expert to be considered and responded to.

7.3.2. A response document was then collated and can be found in **Section 7.4.1** as '**Table 7.1**'.

7.4. FINDINGS FROM THE STATUTORY CONSULTATION

7.4.1. The survey asked a series of closed questions to collect views for each location where there were options for possible routes the pipeline could take. In each case, respondents had the choice of saying they preferred none of the options or that they had no preference between different options. We also asked respondents the reason for their answer. These covered the areas outlined in **Figure 7.1 to Figure 7.4.**

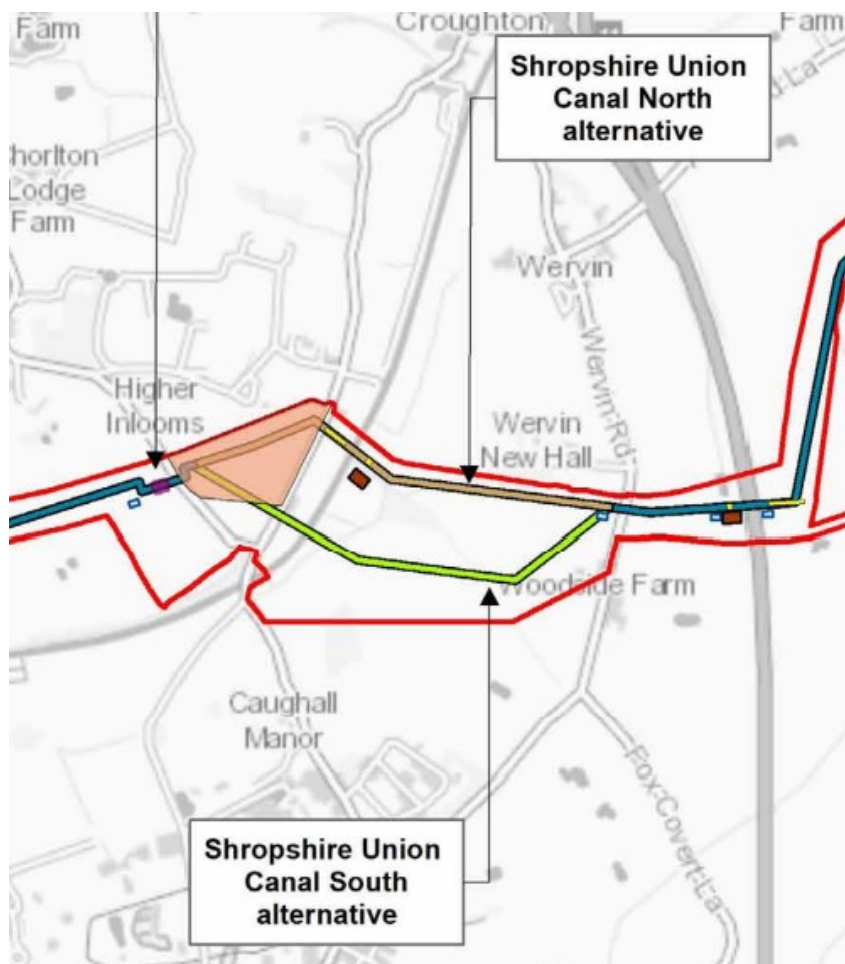


Figure 7.1 - Shropshire Union Canal

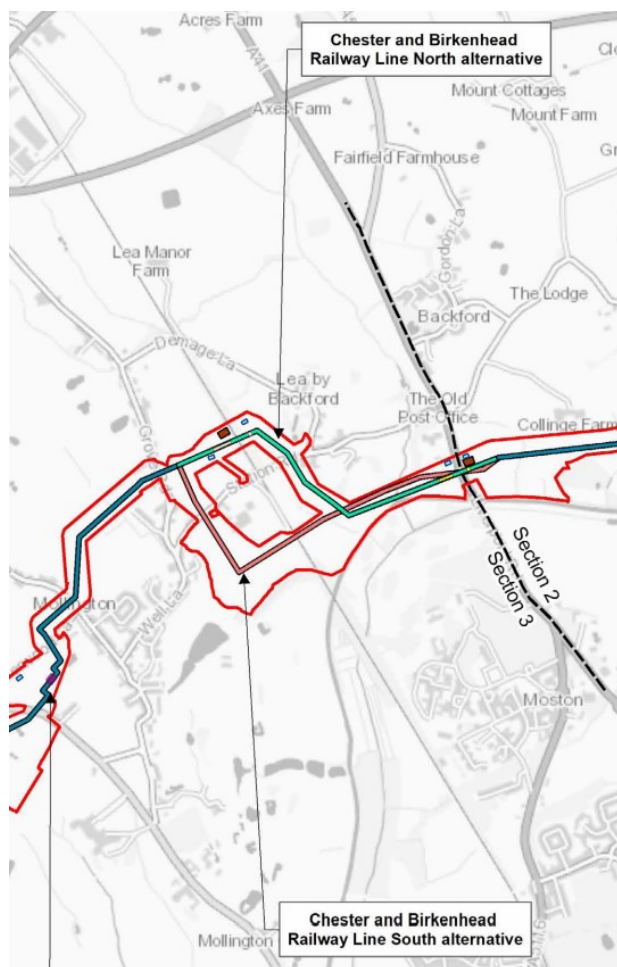


Figure 7.2 - Chester and Birkenhead Railway Line

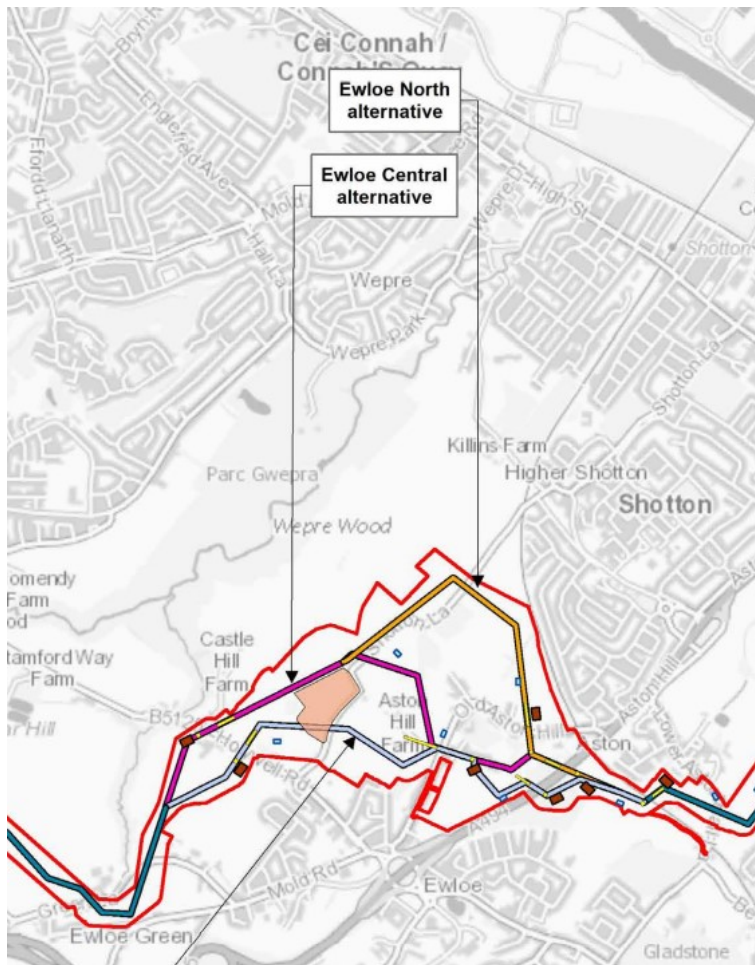


Figure 7.3 - Ewloe

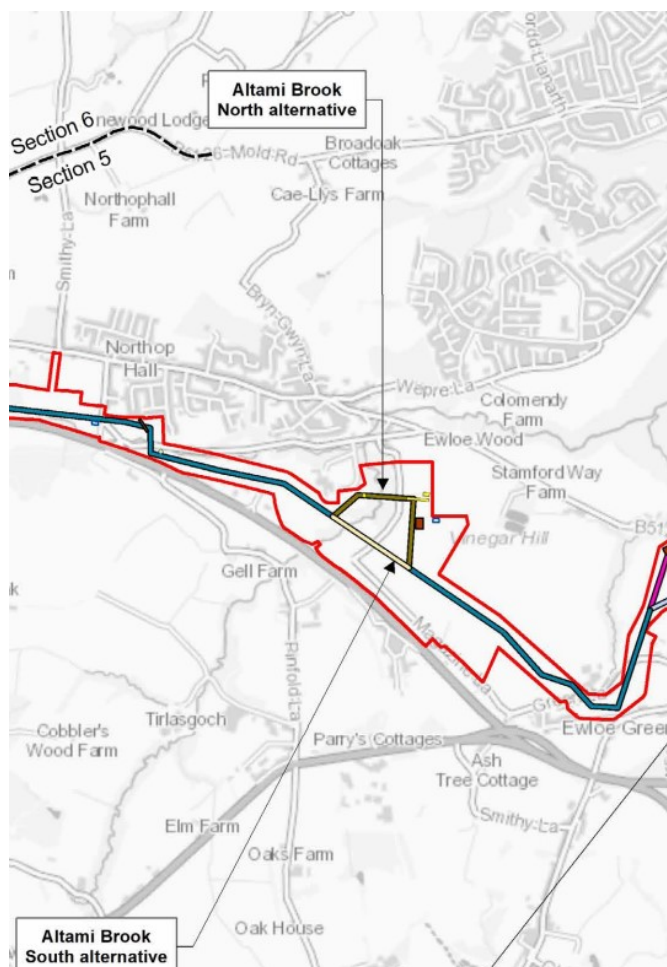


Figure 7.4 - Alltami Brook

- 7.4.2. The survey also asked respondents their views of the consultation, and these are also reported below.
- 7.4.3. Whether respondents sent their views using the online survey, email or post, they had the opportunity to make comments on any aspect of the DCO Proposed Development. **Table 7.3** provides a summary of the key themes raised during the consultation and how the Applicant has had regard to these.

RESPONSES TO SUB-OPTION QUESTIONS

7.4.4. Findings from closed question survey.

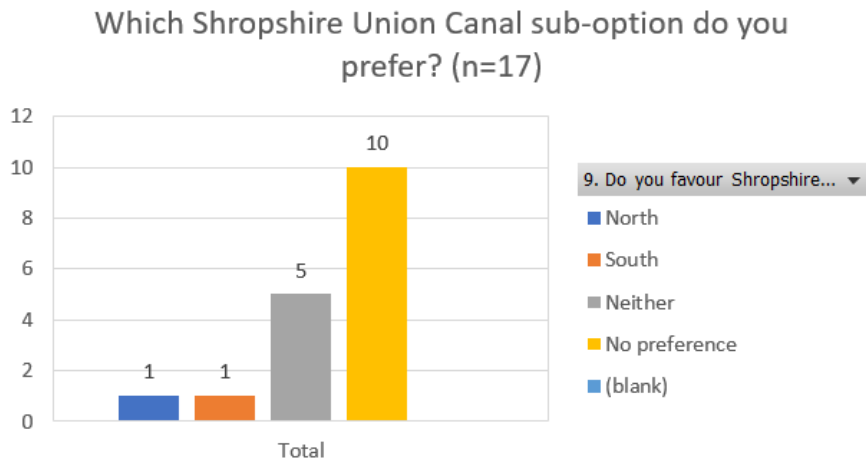


Figure 7.5 - Shropshire Union Canal Route Sub-option Survey

7.4.5. Respondents were asked to give their opinion on the preferred Shropshire Union Canal sub-option to carry the pipeline. In total, 17 answers were received as shown in **Figure 7.5**. 59% of respondents stated that they had no preference (10 out of 17), adding comments such as asking for the project to be completed as soon as possible to commence the carbon capture process and reduce emissions. 29% of respondents said they preferred neither sub-option, and 6% indicated support towards both the north and south sub-options. Two people left comments with concerns about the safety of the pipeline and CO₂, and one person wanted it built quickly.

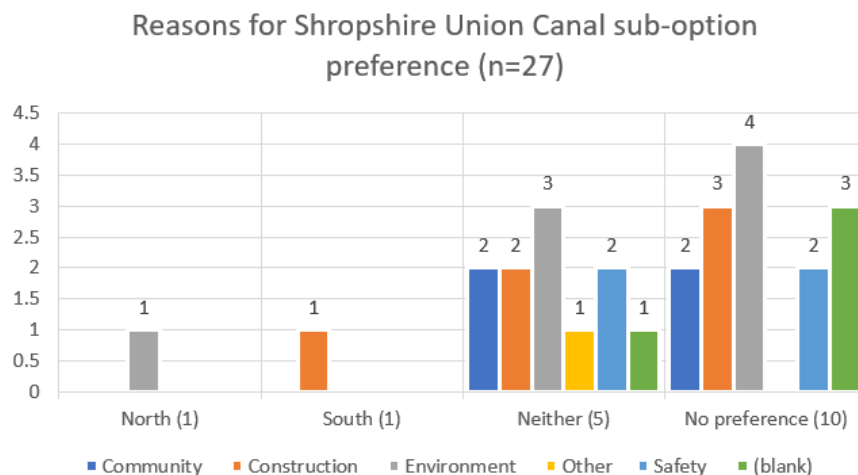


Figure 7.6 - Reasons for Shropshire Union Canal Route Sub-option Choice

- 7.4.6. The next question sought to understand the reasons behind sub-option preferences, so asked respondents to clarify whether their views were based on stances regarding the community (including local businesses, Rights of Way and local amenities), construction (including engineering and maintenance), environment (for example heritage, landscape, ecology, water, noise and air quality), safety (during and after installation) or other.
- 7.4.7. Respondents were allowed to clarify the reason behind their views with more than one reason, as well as being able to leave this section blank. From 17 respondents, 27 reasons were chosen, as shown in **Figure 7.6**.
- 7.4.8. The preference for the Shropshire Union Canal North option was related to the Environment with no additional information given, and for Shropshire Union Canal South option the preference was due to construction with no additional information given.
- 7.4.9. Four out of five respondents who were against both the north and south pipeline route sub-options indicated all five reasons suggested in the questionnaire, whilst one person didn't provide an answer. The most common reason given was the Environment (30%, 3 out of 10), after which Community, Construction and Safety each received two responses (20%), and one respondent selected 'other' as their reason. Three respondents left comments stating they were against HyNet's technology and that it hadn't been proven to work, the local area wasn't appropriate, and commented on local residents' lack of notification received.
- 7.4.10. Seven out of ten respondents who said they had no preference chose 11 reasons for this, and the other three left this section blank. 36% of reasons why respondent didn't have a preference for the Shropshire Union Canal route was due to the environment (4 out of 11), with someone leaving a comment stating concern for potential gas leaks. 27% had no preference due to construction reasons, whilst 18% chose community and another 18% safety.

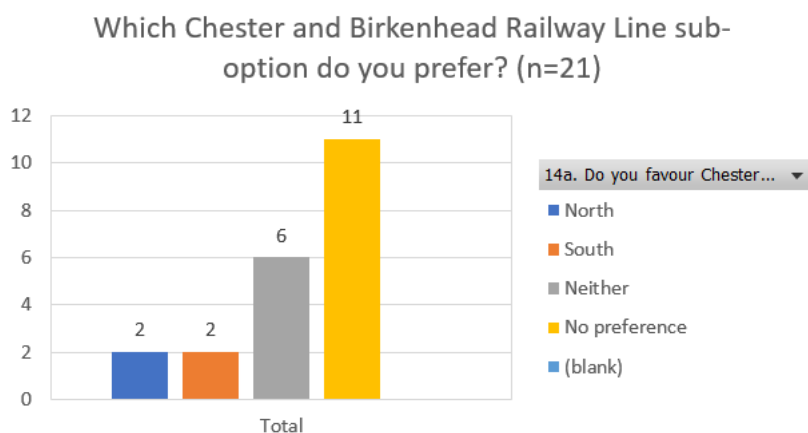


Figure 7.7 - Chester and Birkenhead Railway Line Route Sub-option Survey

- 7.4.11. Respondents were asked to give their opinion on the preferred Chester and Birkenhead Railway Line sub-options. In total, 21 answers were received as shown in **Figure 7.7**. 52% of respondents stated that they had no preference (11 out of 21), citing the importance of existing trees as a windbreak to reduce wind damage. 30% of respondents (6 out of 21) said they preferred neither sub-option, with respondents encouraging the cheapest option or suggesting avoiding the area altogether. A further 19% (4 out of 21) indicated support for either the north or south sub-options, with the responses equally split.

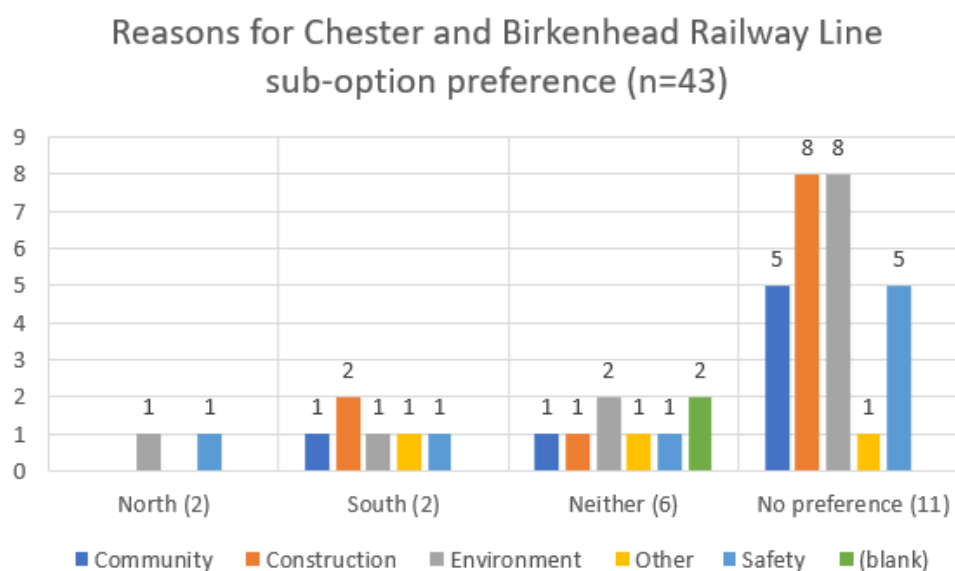


Figure 7.8 - Reasons for Chester and Birkenhead Railway Line Route Sub-option Choice

- 7.4.12. The next question sought to understand the reasons behind sub-option preferences, so asked respondents to clarify whether their views were based on stances regarding the community (including local businesses, PRow and local amenities), construction (including engineering and maintenance), environment (for example heritage, landscape, ecology, water, noise and air quality), safety (during and after installation), safety (during and after installation) or other.
- 7.4.13. Respondents were allowed to indicate support for more than one reason, as well as being able to leave this section blank. From 19 respondents, 43 reasons were chosen, as shown in **Figure 7.8**. Two people chose to leave this question blank.

- 7.4.14. The preference for the Chester and Birkenhead Railway Line north option was related to the Environment and Safety with no additional information given. The preference for Chester and Birkenhead Railway Line south option was due to all possible options which were all selected once apart from construction which was selected twice. One respondent was concerned that the southern option had already been selected and they were being provided with contradictory information, whilst another two were concerned that their views were not being heard. Two people expressed concerns over drainage issues in the area, and another two were concerned how the pipeline might impact on their properties. One person was concerned about the removal of trees that act as a wind break.
- 7.4.15. The most common reason against both the north and south options given was the Environment (25%), with an equal number choosing 'other' as their reason.
- 7.4.16. The 11 respondents who said they had no preference chose 27 reasons for this. 29% of reasons why respondent didn't have a preference for the Chester and Birkenhead Railway Line route was due to the Environment (8 out of 27), and another 29% of the responses were for construction (8 out of 27). A further 19% (5 out of 27) chose Community or Safety, with only one response (4%) choosing 'other'.

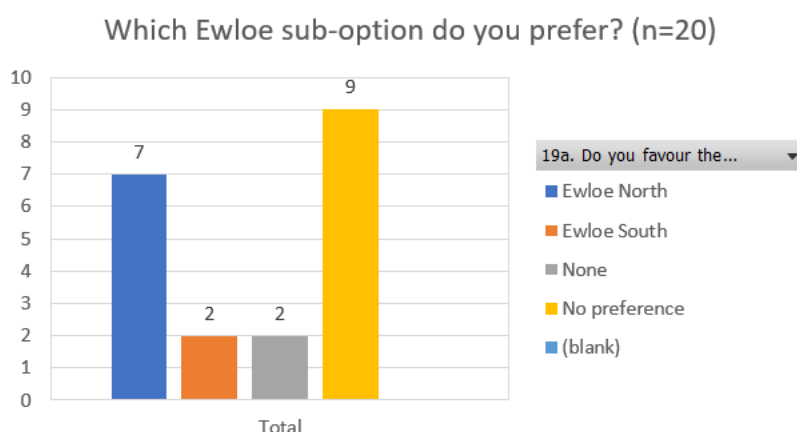


Figure 7.9 - Ewloe Route Sub-option Survey

- 7.4.17. Respondents were asked to give their opinion on the preferred Ewloe sub-options. In total, 20 answers were received as seen in **Figure 7.9**. 45% of respondents stated that they had no preference (9 out of 20). 35% of respondents said they preferred the north option (7 out of 21) with a further 10% (2 out of 21) supporting both the south sub-option and another 10% (2 out of 21) selecting neither option.

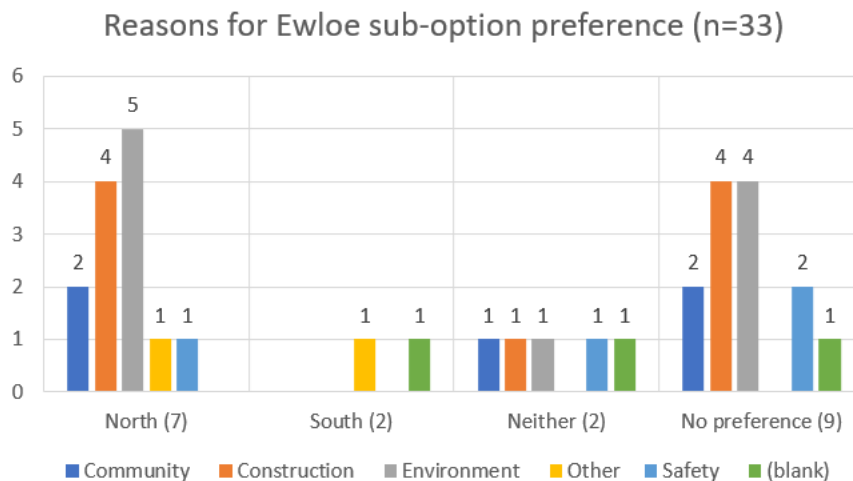


Figure 7.10 - Reasons for Ewloe Route Sub-option Choice

- 7.4.18. The next question sought to understand the reasons behind sub-option preferences, so asked respondents to clarify whether their views were based on stances regarding the community (including local businesses, PRow and local amenities), construction (including engineering and maintenance), environment (for example heritage, landscape, ecology, water, noise and air quality), safety (during and after installation), safety (during and after installation) or other.
- 7.4.19. Respondents were allowed to select more than one reason behind their views, as well as being able to leave this section blank. From 17 respondents, 33 reasons were chosen, as shown in **Figure 7.10**, with three people leaving this question blank.
- 7.4.20. The preference for the Ewloe North option was related to the environment, with 38% of the choices for the North option being in relation to this (5 out of 13). 30% of responses due to Construction (4 out of 13), with 20% (2 out of 13) being due to Community and 'other' and safety which were selected once or 8% each. The preference for the Ewloe South option was due to one 'other' reason, with the respondent commenting that the route was more direct. One respondent also raised concerns about the impact on badgers, and another person mentioned that the pipeline might interfere with walking and Public Access routes.
- 7.4.21. The most common reason against both the north and south options was spread equally across all options which were selected once each, apart from 'other' which received none, with one person leaving this question blank.
- 7.4.22. The nine respondents who said they had no preference for the Ewloe route chose 12 reasons for this, with respondent leaving this blank. Construction and Environment received 33% each (4 out of 12), with Community and Safety receiving 17% each (2 out of 13).

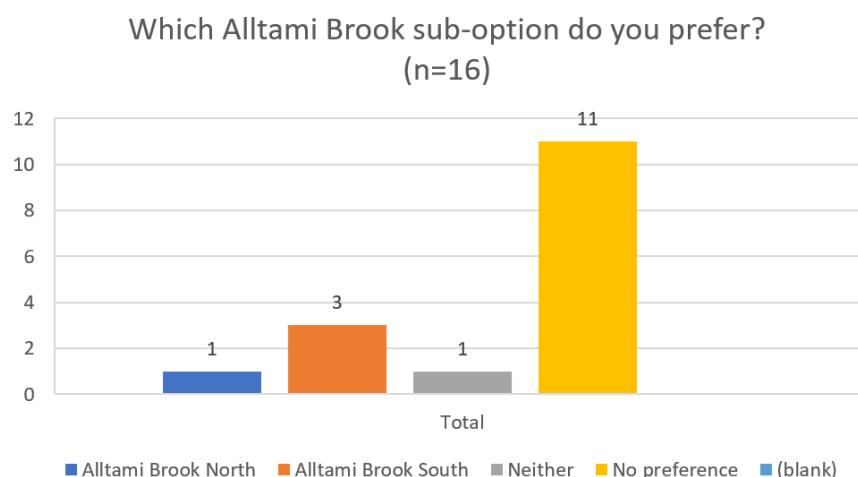


Figure 7.11 - Alltami Brook Route Sub-option Survey

- 7.4.23. Respondents were asked to give their opinion on the preferred Alltami Brook sub-options. In total, 16 answers were received as seen in **Figure 7.11**. 69% of respondents stated that they had no preference (11 out of 16). 19% (3 out of 16) of respondents said they preferred the south option. A further 6% (1 out of 16) preferred either the north option, or neither option.

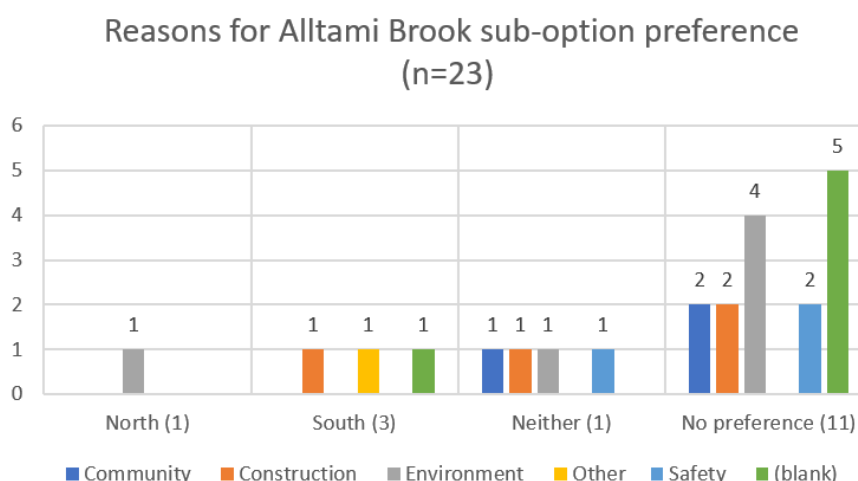


Figure 7.12 - Reasons for Alltami Brook Route Sub-option Choice

- 7.4.24. The next question sought to understand the reasons behind sub-option preferences, so asked respondents to clarify whether their choices were based on stances regarding the community (including local businesses, PRoW and local amenities), construction (including engineering and maintenance), environment (for example heritage, landscape, ecology, water, noise and air quality), safety (during and after installation) or other.
- 7.4.25. Respondents were allowed to choose more than one reason, as well as being able to leave this section blank. From ten respondents, 23 reasons were chosen, as shown in **Figure 7.12**, with six people leaving this question blank.

- 7.4.26. The preference for the Alltami Brook north option was related to the environment, with 100% of the choices being related to environment. The preference for the Alltami Brook south option was due to one Construction (50%) and other (50%), with one blank response. One respondent noted that this route seems more direct. Another respondent was concerned about the impact of the route on Sites of Special Scientific Interest and tourist destinations, as well as commuting between the villages. Two people were concerned about the potential impact of leaks.
- 7.4.27. The most common reason against both the north and south options was spread equally across Community, Environment, Construction and Safety, which were all selected once (25% each).
- 7.4.28. The 11 respondents who said they had no preference for the Alltami Broke route chose 15 reasons for this, with six respondents leaving the question blank. The most common option was Environment, with 36% (4 out of 11 responses), with Community, Construction and Safety each receiving 18% (2 out of 11 responses).

7.5. RESPONSES TO CONSULTATION SATISFACTION QUESTIONS

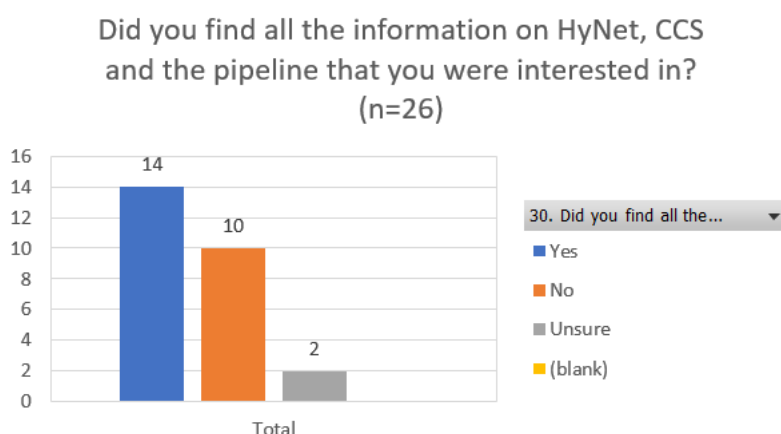


Figure 7.13 - Information Satisfaction Survey

- 7.5.1. Respondents were asked to give their opinion on whether they found the information they were interested in regarding HyNet, Carbon Capture and Storage (CCS) and the pipeline. In total, 26 answers were received as seen in **Figure 7.13**. 53% of respondents stated that they did find the information they wanted (14 out of 26). 38% (10 out of 26) of respondents said they did not receive the information they were interested in. A further 8% (2 out of 26) were unsure whether they had all the information they wanted. Six people said they wanted more detailed information about the route and its impact on local people, with two of these people also expressing a desire to have had more input into the design. Two people wanted further information about the safety of the technology and evidence of CCS in use.

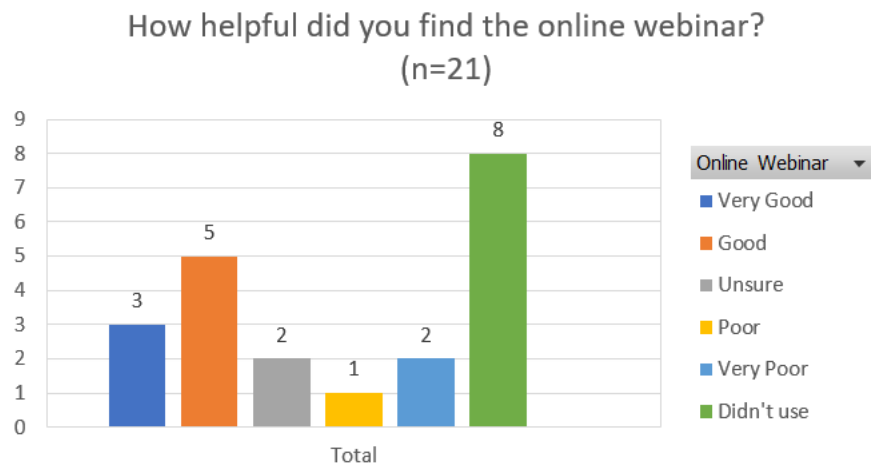


Figure 7.14 - Online Interactive Session Satisfaction Survey

7.5.2. Respondents were asked how helpful they found the online interactive session in understanding the proposal. **Figure 7.14** shows that out of 21 responses, 40% (8 out of 21) had not used the online interactive sessions. 24% (5 out of 21) found the online interactive sessions good, with a further 14% (3 out of 21) finding it very good. 10% (2 out of 21) were unsure, and another 10% found the online interactive sessions very poor. One respondent (5%) found the online interactive sessions poor.

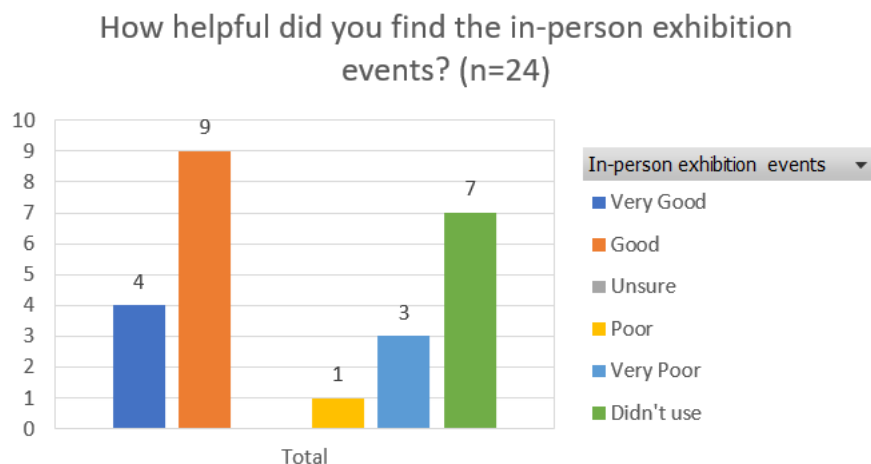


Figure 7.15 - In-person Exhibition Satisfaction Survey

7.5.3. Respondents were asked how helpful they found the in-person exhibits in understanding the proposal. **Figure 7.15** shows that out of 24 responses, 29% (7 out of 24) had not used the in-person exhibitions. 38% (9 out of 24) found the in-person events good, with a further 17% (4 out of 24) finding it very good. One person (4%) found the in-person events poor, and 13% (3 out of 24) found it very poor.

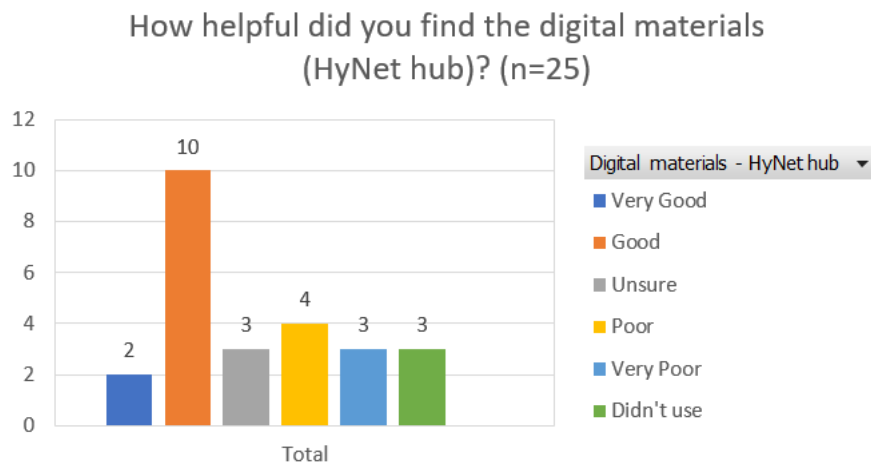


Figure 7.16 - Digital Materials Satisfaction Survey

7.5.4. Respondents were asked how helpful they found the digital materials in understanding the proposal. **Figure 7.16** shows that out of 25 responses, 12% (3 out of 25) had not used the digital materials. 40% (10 out of 25) found the digital materials good, with a further 8% (2 out of 25) finding it very good. 12% (3 out of 25) were unsure. 12% (3 out of 25) found the digital materials very poor and a further 12 % (3 out of 25) found it very poor.

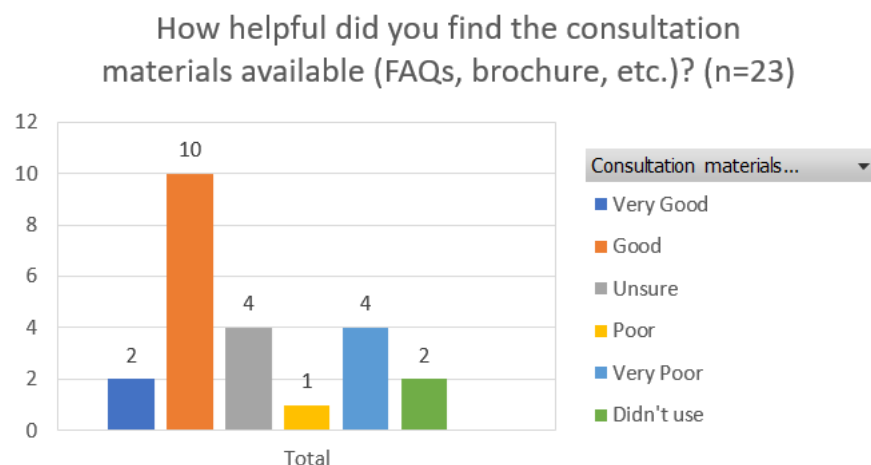


Figure 7.17 - Consultation Materials Satisfaction Survey

7.5.5. Respondents were asked how helpful they found the consultation materials, such as the brochure, in understanding the proposal. **Figure 7.17** shows that out of 23 responses, 9% (2 out of 23) had not used the consultation materials. 43% (10 out of 23) found the consultation materials good, with a further 9% (2 out of 23) finding it very good. 17% (4 out of 23) were unsure, and another 17% found the consultation materials very poor. One person (4%) found the consultation materials poor.

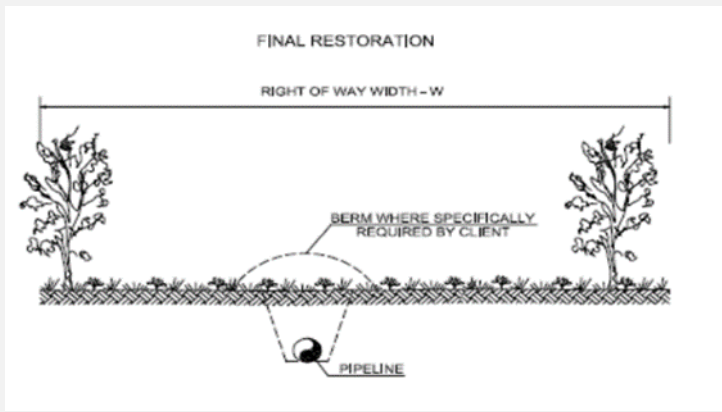
7.6. FEEDBACK RECEIVED AND HOW THE APPLICANT HAD REGARD

Table 7.3 - Summary of Feedback Received and the Applicant's Response to Them

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
X-01	More information required on end users, production volume and potential demand.	<p>28 world-leading manufacturers, which supply the UK with food, drink, consumer goods, metals, paper, cars, glass and chemicals, will transition to low carbon hydrogen produced by HyNet.</p> <p>Companies, which include brands such as Kelloggs, PepsiCo and Jaguar LandRover, have signed Memorandum of Understandings (MoU's) on the switch from natural gas to locally manufactured hydrogen. This is a vital move for the UK's transition to a low carbon manufacturing sector, founded on secure and affordable UK clean energy.</p>	No
X-02	What will AGI look like? What mitigation measures will there be e.g. shrubbery rather than fencing	<p>AGIs will be located in compounds no greater than 80m x 70m in size (excluding its access track) with secure fencing up to 3m high incorporating a double access gate for vehicles. The compounds would include manually operated lighting columns on the perimeter (up to 5m high) for when the AGI is undergoing maintenance in low light conditions. It would not be permanently lit.</p> <p>The AGIs will also include the following:</p> <ul style="list-style-type: none"> • Control mechanisms including an Electrical and Instrumentation (E&I) kiosk up to 4.5m high; • Crushed aggregate ground finish, with an area paved to site the E&I kiosk and parking provision for up to 2 maintenance vehicles; • A new permanent access track which would connect the AGI to the local road network. Each track would be of crushed aggregate finish and would be up to 6m wide.; and • Infiltration trench, filter channel, filter drain, vortex separator, detention pond and vegetated open channel <p>Each AGI compound would be appropriately screened for visual impacts with landscaping and planting, including a variety of mitigation measures. This will be in the form of screen tree planting, shrub planting, hedgerows, or a combination as appropriate. More details can be found in Chapter 12 (Landscape and Visual) of the ES (Document reference: D.6.2.12)</p> <p>A typical AGI can be seen within the statutory consultation brochure (Appendix G10).</p>	No
X-03a	Will the contractors have a code of conduct and will there be training for providers?	<p>The code of conduct for contractors' requirements has been included in the HSE Requirements chapter of the Invitation To Tender package, which is issued with all tender and vendor qualifications. The contractor will submit the Code of Conduct along with other legal requirements (i.e. The Health and Safety at Work Act (HSWA) 1974; Provision and Use of Work Equipment Regulations 1998 (PUWER)) amended as of 01 Jan 2021; Anti-Corruption laws; Safety, Quality and Performance Laws; Environmental Health and Safety Laws). These will be found in the Construction Environmental Management Plan when submitted.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document</p>	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
		reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the local planning authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).	
X-03b	Night working and safety concerns (including around overhead wires)	<p>For some activities, local councils may request night working to minimize disruption and impact on local communities. If identified as required, night working will be kept to a minimum. The Control of Pollution Act 1974 gave Local Authorities the power to control noise from construction sites. The Contractor shall ensure that work shifts/schedule will be agreed with Local Authorities prior to the commencement of construction activities.</p> <p>Adherence to the relevant guidance in relation to working safely near existing overhead lines will also be included in the 'Invitation To Tender' package.</p> <p>Core working hours for the construction of the DCO Proposed Development are proposed to be from 08.00 to 18.00 on weekdays (excluding bank holidays) and from 08.00 to 13.00 on Saturdays. To maximise productivity within core working hours, the nominated undertaker's contractors will require a period of up to one hour before and up to one hour after core working hours for the start-up and close-down of activities.</p> <p>24-hour working shall only be required for short periods during the trenchless crossing of significant obstacles (such as railways or the River Dee). Mitigation measures shall be in place to minimise disruption from light and noise in these specific locations.</p> <p>Working near overhead utilities is a well-recognised hazard in the construction industry and industry safe working practices shall be adopted throughout the construction period.</p>	No
X-03c	Mention of pollution issues (contamination, storage, wheel washing)	A wheel washing system will be developed by the Contractor as part of Construction site planning, to prevent pollution of the environment. The contractor shall ensure that water from wheel washing facilities and wash down areas is contained and not allowed to soak into the surrounding ground. For details refer to the Guidance for Pollution Prevention "Vehicle Washing and Cleaning GPP 13 (June 2021). Polluting materials/chemicals to be stored in a sealed drainage will form part of the ITT package for the Construction Contractor. Less hazardous/less toxicity Material/Chemicals will be selected based on Material Safety Data Sheets (MSDS).	No
X-04	This project will be positive for the region for the economy, employment opportunities and regeneration. It will position the North West to lead on the energy transition and create an inward investment of over £200 bn. This will utilise the Government Industrial decarbonisation programme that is essential to allow the industry to make the transition to a lower emitter whilst maintaining the economic and employment opportunity for our region. HyNet offers a great opportunity as part of the North West Transition and the change to develop and build new	<p>The aim of HyNet is to provide a route to wide-scale decarbonisation across the North West and North Wales. By achieving this, the project will bring both environmental and economic benefits to the region as it moves into a net zero future.</p> <p>The CO₂ pipeline will be a critical component of the HyNet project to unlock a low carbon future for the North West of England and North Wales. The pipeline will help to reduce harmful emissions produced by energy-intensive industries in the region, helping to decarbonise a wide range of industry sectors, including chemicals, glass, ceramics, oil refining, food, paper and automotive.</p>	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
	greener facilities, lead on innovation and create new synergies across the UK energy system.		
X-05	Request for HyNet to deliver at least 10% biodiversity net gain which would include offsetting CO ₂ by planting trees/improving the environment. The CIEEM Biodiversity Net Gain Report and Audit Templates should be utilised to ensure the assessment is undertaken appropriately, presented clearly and demonstrates that all 10 of the Good Practice Principles of Biodiversity Net Gain have been followed. Further information is required on biodiversity net gain and replacement.	<p>The Applicant can confirm that a Biodiversity Net Gain (BNG) assessment (Document reference: D.6.5.12) has been completed for the Proposed Development and has been submitted as part of the DCO. The assessment utilises Biodiversity Metric 3.0 and reports on impacts on habitats separately on either side of the border of England and Wales. A BNG assessment is included as part of the assessment. All assessments provide detail on their performance against the Good Practice Principles of Biodiversity Net Gain and accord with relevant Biodiversity Net Gain guidelines and best practice.</p> <p>As a NSIP and DCO application there is currently no legislative requirement for the DCO Proposed Development to assess or achieve BNG, however, the Applicant is seeking to achieve net gains for Biodiversity where reasonably practicable.</p>	No
X-06a	What will the pipeline look like when installed, will it be 100% underground?	<p>The newly built CO₂ pipelines will be buried underground along the entire route. There will be small above-ground pipeline markers at regular intervals to indicate the location of the pipeline, as is common practice with other UK pipelines. There will also be a total of ten above-ground facilities called AGIs and BVSs at various locations along the entire length. These will consist of fenced enclosures with limited above-ground visible elements, including an Electrical and Instrumentation kiosk, mechanical equipment and pipework, lighting and CCTV columns.</p> <p>The Applicant will also construct four AGIs located in compounds no greater than 80m x 70m in size.</p> <p>In some locations along the pipeline, installations called BVSs will be installed with only limited above ground visible elements including valve stems and a containerised Electrical and Instrumentation kiosk.</p> <p>For much of the pipeline construction, the Applicant plans to use an open trench technique. This will involve the digging of soil, lowering the pipe into the trench, and backfilling it with the excavated soil. Although the pipeline has a maximum diameter of about 36 inches (or 91cm), the space needed to safely install this type of pipeline is 32m. usually between 20m and 30m. This width allows enough space to dig the trench and lay the pipe, as well as providing space for storing soil during installation and enabling access for vehicles.</p>	No
X-06b	Clarity on open cut trenching.	<p>For much of the pipeline construction, the Applicant plans to use an open trench technique. This will involve the digging of soil, lowering the pipe into the trench, and backfilling it with the excavated soil. Although the pipeline has a maximum diameter of about 36 inches (or 91cm), the space needed to safely install this type of pipeline is usually 32m. This width allows enough space to dig the trench and lay the pipe, as well as providing space for storing soil during installation and enabling access for vehicles.</p> <p>Open cut trench diagram example (on completion)</p>	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
			
X-07b	Concern regarding safety issues – risks, major accident hazard legislation changes	<p>The pipeline being installed in this area is transporting CO₂ which is non-flammable and consequently there is no risk of a fire or explosion occurring. However, assuming that the consultation response actually relates to the CO₂ pipeline, it is confirmed that a safety evaluation has been performed in accordance with the UK standard covering the design of onshore steel pipelines (PD8010-1). This safety evaluation confirmed that the risk to the public is as low as reasonably practicable.</p> <p>All infrastructure will be subject to safety cases as required by HSE legislation (for example, the Pipeline Safety Regulations), which also requires periodic inspection.</p> <p>Oil and gas operators are used to ensuring the highest safety standards in their operations and the safety of the CCS infrastructure will continue to be a primary focus. Eni UK has operated the existing pipeline infrastructure and the offshore reservoirs for many years. The infrastructure is in good condition following regular inspection and maintenance activities and the storage reservoirs are well understood.</p> <p>The CO₂ pipeline and storage infrastructure will be designed, constructed, operated and maintained and regularly inspected in compliance with all relevant engineering codes and standards, and all current and any future developments of UK safety / major accident and environmental regulations (including the Pipeline Safety Regulations, The Storage of Carbon Dioxide Regulations, and EIA Regulations).</p> <p>This will ensure and demonstrate that the highest standards of safety and integrity continue to be achieved and that the risk of any potential leaks has been fully assessed and demonstrated to be acceptable.</p> <p>This approach will be subject to the ongoing process of review and acceptance by the relevant Regulators and Authorities.</p>	No
X-08	General HyNet information request including its vision/goals, the stage the project is at	<p>HyNet was selected by UK Government as a Phase 1 industrial decarbonisation cluster in October 2022.</p> <p>The aim of HyNet is to provide a route to wide-scale decarbonisation across the North West and North Wales. By achieving this, the project will bring both environmental and economic benefits for the region as one moves into a net zero future.</p>	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
		<p>HyNet is made up of multiple elements, including:</p> <ul style="list-style-type: none"> • A CO₂ pipeline; • A low carbon hydrogen pipeline; • Hydrogen storage; and • Hydrogen production plants. <p>Each element is at a different stage of its development process. However, the HyNet project can be broken down into three phases:</p> <ul style="list-style-type: none"> • Phase 1 – Development (our current phase): <ul style="list-style-type: none"> – Exploring options for decarbonisation and clean hydrogen power that HyNet provides. – Developing the infrastructure for capturing and storing CO₂ emissions – carbon capture and storage (CCS). – Running demonstrations to blend hydrogen into the gas network to power homes and businesses into industrial processes. • Phase 2 - Delivery: <ul style="list-style-type: none"> – Hydrogen infrastructure in place to supply clean power to industry, and blended hydrogen power to homes. – Over 1 million tonnes of CO₂ being directly removed from regional industry every year. • Phase 3 - Next steps: <ul style="list-style-type: none"> – The supply of clean hydrogen extended to provide flexible power and fuelling network for transport. – Further opportunities for lower cost and negative emissions hydrogen production. – Over 10 million tonnes of carbon saved each year. <p>More information can be found on our website: www.hynet.co.uk. More information about the two pipeline projects can be found:</p> <ol style="list-style-type: none"> 1. The CO₂ pipeline – www.hynethub.co.uk. 2. The low carbon hydrogen pipeline - www.hynethydrogenpipeline.co.uk. 	
X-09a	What does HyNet mean to Chester?	<p>The North West boasts the largest concentration of advanced manufacturing and chemical production in the UK and is home to a concentration of energy-intensive users. As the UK responds to the global climate emergency, the North West region must take urgent action to decarbonise whilst retaining its strong industrial economy.</p> <p>Cheshire West and Chester have targeted 2045 as the date by which they will achieve net zero carbon emissions across the region. However, without intervention, by this date, industry in Cheshire will have added 70 million tonnes of CO₂ to the atmosphere.</p> <p>HyNet will give the North West industrial heartland a route to prosperity in the future low carbon economy by enabling it to operate sustainably on the journey to Net Zero. This will ensure the region</p>	No

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		<p>remains an attractive location for investment and for companies to grow. Of all the interventions set out in Cheshire West and Chester's Climate Emergency Response Plan, HyNet has been lauded as the most transformative and offers the greatest potential for carbon reduction.</p> <p>HyNet will play a key role in shaping the region's future, supporting the 'levelling up' agenda. Not only will it protect skilled jobs in the region, HyNet will create thousands of new long-term employment opportunities alongside learning, training and upskilling opportunities.</p>	
X-09b	Need to commit to a detailed plan to communicate with those in the Buffer Zone, detailing what information you will communicate, when and how long in advance of construction activities, how you will communicate and how those affected can get in touch with a responsible person from the project	During the consultation period, residents in the buffer zone were sent a postcard detailing the event times and methods of contacting the applicant. This postcard can be found in Appendix G9 . The applicant is also communicating design changes through the targeted consultation. Please see Appendix L . Those affected by the DCO Proposed Development can contact the Applicant through the phone number, email address or freepost address which can be found in the materials in Appendix G9 .	No
X-10	Buffer zone significance? What purchase or development rights are you requesting within this zone? Why is the area so large?	<p>The 500m buffer zone is the consultation zone. All parties who live in properties which fall into this zone will be actively engaged with and informed of the progress of the consultations. No construction works are proposed for this zone.</p> <p>HyNet does not plan to exercise the compulsory acquisition powers which come with the DCO application. The Applicant plans to reach a heads of terms agreement with affected landowners. The proposed development does not directly affect any residential properties or gardens.</p> <p>This area is large as the Applicant wants to make sure all those who may be affected by the DCO Proposed Development are appropriately engaged with.</p>	No
X-11	<p>When will full information be decided on and developed including the final section of the route, the construction management plan and the environmental management plan?</p> <p>Once decided, how will you inform those affected to ensure they are fully informed of the impact including proposed protective provisions, and land plans that detail the impact and/or avoidance of the proposals.</p>	<p>Following this consultation, the Applicant considered all feedback from the consultation in the final design review. A single pipeline route was selected and developed in more detail and presented for the DCO application submission in 2022.</p> <p>The DCO Proposed Development has been subject to EIA. The ES includes consideration of the operational and construction impacts. It is accompanied by an Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) which includes a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1). An Outline Construction Environmental Management Plan (Outline CEMP) including a Register of Environmental Actions and Commitments (REAC) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	No
X-12a	Questions or concerns raised about the restrictions on the land after pipeline is installed. Whether they can be minimised or mitigated to avoid sterilising this area of land and preventing future development of	<p>There will be certain restrictions for further development in the location in which the pipeline is laid.</p> <p>As maintenance access will be required along the pipeline route, generally no permanent structures can be constructed along the pipeline route.</p>	No

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	the land. Will the pipeline run under houses, could this affect the value of the house?	<p>For this reason, the land under which a pipeline is laid is often used as green space in which grass, trees or other vegetation are planted. This allows for a certain amount of access to the pipeline.</p> <p>Sometimes existing access rights to the land under which the pipeline runs can sometimes be worked into a developer's design.</p> <p>This pipeline will not run underneath private residencies.</p>	
X-12b	Will we be acquiring houses via CPO? Why are residents being asked about mortgage details?	<p>As part of the preparations for consultation, the Applicant sought to identify all parties with an interest in the land who could be potentially affected by the project proposals. This includes landowners and persons who may have rights or other interests in land, which includes mortgage companies as they hold a financial interest in the land. It is for this reason that residents were asked for details of their mortgage provider.</p> <p>The intention is not to compulsorily acquire any residential properties.</p>	No
X-12c	Agricultural land - it is unclear if there is any loss of agricultural land, either temporary or permanent. This should be clarified.	<p>Impacts on agricultural land have been reported in Chapter 11 (Land and Soils) of the ES (Document reference: D.6.2.11) for the Proposed Development. Some agricultural land will be permanently lost due to the construction of Block Valve Stations and access roads. Other land will be returned to agricultural use, as temporary work compounds will be removed.</p>	No
X-13	<p>Highlighting concern about not being consulted with or not being aware of the proposals. The consultation was poorly advertised and there was an overreliance on online engagement which for an area like that of the proposed development isn't wholly appropriate.</p> <p>There was a flyer exercise undertaken but this may have been somewhat 'hit and miss.' It would be fair to say that there are more mature residents in this area therefore there is a concerned about their exclusion potentially from these important discussions which will have an impact at some point.</p>	<p>The Applicant has adhered to all its commitments made in the SoCC (see Table 6-2 above) which included.</p> <ul style="list-style-type: none"> • Postcard distribution to approximately 13,000 properties; • Social media advertising; • Newspaper advertising; • Press releases sent to local media; • Seven consultation events (online and in-person); and • Contacting community groups, parish/community councils and local authorities, see Appendix E1, E2, E3 and E4. <p>The consultation approach was agreed together with CWCC and FCC.</p> <p>While online engagement is important, the Applicant was very aware of the need to use more traditional methods to reach out to many members of the community. With this in mind, postcards were distributed to everyone within 500 metres of the DCO Proposed Development and have written to everyone within the DCO Proposed Development Order Limits.</p> <p>The Applicant recognises that for various reasons not everyone within an area will have seen a postcard. A copy of the delivery area can be found in Appendix E5.</p>	No
X-14	Concerns about underdeveloped design leading to unanswered questions in the materials and at the events (which were a waste of	<p>The Applicant understands these concerns and has been committed to consulting with the public at the earliest possible opportunity. The design of the DCO Proposed Development was developed to a certain point which allowed to undertake consultation.</p>	No

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	time). There was a clear lack of knowledge of main infrastructure elements which is concerning.		
X-15	<p>Concern about the information available during the consultation. Including:</p> <ul style="list-style-type: none"> • Not being about to access it; • Materials not being detailed enough; • Map not being detailed enough including landowner boundaries; • Materials not relaying views from the previous consultation; and • PEIR difficult to read -due to the nature of the material, acronyms, subdivision of PDF files difficult on home IT set ups. This made it seem like it was intended to be non-accessible. 	<p>The Applicant provided the public which numerous ways to access the information on the consultation whether this was online, via face-to-face conversation or via phone, post or email. The public was able to request hard copies of any materials which they found difficult to access online.</p> <p>The Applicant is aware that during DCO consultations such as this, the information can be very technical which can lead to confusion and reader fatigue. To minimise the effect of this the Applicant developed animated videos to explain the projects, as well as a non-technical summary of the PEIR allowing those without technical experience to understand in brief what is included in the PEIR. The consultation brochure from the Statutory consultation (9 February to 22 March 2022) details views from the previous consultation (non-statutory consultation held between 9 June to 11 July 2021) on page 18. The brochure can be found in Appendix G10.</p>	No
X-16	Positive feedback on consultation events and materials	The Applicant notes and appreciates your positive feedback.	No
X-17	Concerns on visual impact on landscape including near AONB	As part of scoping of the EIA, the Applicant considered the visual impacts of the Proposed Development on the Clwydian Range and Dee Valley Area of Natural Beauty (AONB). In consultation with Natural Resources Wales, it was considered the distance was too great to expect any likely significant visual impacts upon the AONB so it has been scoped out of any further assessment. The scoping report can be viewed in Appendix 1-1 (Relevant Expertise and Competency EIA Scoping Report) of the ES (Document reference: D.6.3.15.1) . The Applicant has reported the landscape and visual effects of the Proposed Development in Chapter 12 (Landscape and Visual) of the ES (Document reference: D.6.2.12)	No
X-18	The pipeline is needed to reduce carbon emissions, reduction in greenhouse gases	<p>The aim of HyNet is to provide a route to wide-scale decarbonisation across the North West and North Wales. By achieving this, the project will bring both environmental and economic benefits for the region as we move into a net zero future.</p> <p>The CO₂ pipeline will be a critical component of the HyNet project to unlock a low carbon future for the North West of England and North Wales. The pipeline will help to reduce harmful emissions produced by energy intensive industries in the region, helping to decarbonise a wide range of industry sectors, including chemicals, glass, ceramics, oil refining, food, paper and automotive.</p>	No
X-19	Concern on safety of pipeline including leaks/toxins and long-term safety when close to houses	The CO ₂ transportation pipelines are designed and will be constructed and operated to comply with all relevant industry codes and standards, which are well established in the UK for hazardous or high-pressure pipelines. These requirements include Codes of Practice for pipelines to transport CO ₂ streams which are recognised as being the most cautious in the world. Together with appropriate safety evaluations this will ensure that the pipelines comply with the requirements of applicable UK Safety Regulations and that safety risks, including consideration of the pipeline route and population, are demonstrated to be acceptable through the Regulatory processes and associated scrutiny from the Health and Safety Executive prior to bringing the pipelines into operation.	No

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		<p>The risks of a CO₂ leak from a pipeline leading to any harm to an individual is extremely small. The UK has a wealth of experience based on designing, constructing, operating and regulating high pressure gas pipelines. Eni UK has extensive experience and expertise in the safe operation of its existing high pressure natural gas onshore pipelines and while CO₂ behaves differently to natural gas, these standards and operating practices will continue to ensure the safety of the pipelines for transportation of CO₂. During the operational life of the CO₂ pipelines, regular maintenance and inspection will be undertaken to ensure continued integrity and safety of the pipeline. The pipeline will be operated with a leak detection system and in the unlikely event of a leak, the pipeline system will be shut in and isolated. and Emergency response plans will be implemented to ensure appropriate measures are in place and taken to respond to such an event.</p>	
X-20	Why have we chosen this route?	<p>The CO₂ pipeline route has been selected to align with the following objectives and guiding principles:</p> <ul style="list-style-type: none"> • Avoids, minimises and manages impacts on the environment and local amenities; • Optimises the potential local socio-economic benefits within the region; • Ensures the transportation of the CO₂ is undertaken safely and securely; • Can be delivered with the least disruption to the local area and communities; and • Provides a cost-effective and deliverable solution. <p>The Applicant held an initial consultation in summer 2021 to introduce HyNet, present the options for the route of the new pipeline and explain how they were developed. As part of this, the Applicant identified two preferred route options (Options G and I) and possible variations to both options. Following this, feedback was reviewed from the initial consultation and collected and analysed open-source data to inform our design. The Applicant has also undertaken a number of desktop studies, surveys and fieldwork to assess the engineering options for the installation of the pipeline such as assessing potential access routes or ground conditions at trenchless crossing locations.</p> <p>As a result of the work and engagement undertaken, Option G was selected as the preferred route as it performs better than Option I for the following reasons:</p> <p><u>Delivery and infrastructure in the area</u></p> <ul style="list-style-type: none"> • Because of the way Option G interacts with motorway and river crossings, it is simpler to deliver than Option I; • Unlike Option I, Option G avoids the need to tunnel under the water treatment plant at Queensferry; and • Option G avoids impacting potential A494 expansion plans in Queensferry. <p><u>Construction</u></p> <ul style="list-style-type: none"> • Option G has fewer complex crossings; • Option I is less preferable as it is closer to a greater number of occupied buildings; and 	No

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		<ul style="list-style-type: none"> Because of the above considerations, Option G will cause less disruption for local communities overall. Some mitigation measures may be required for some properties close to construction works, although disruption will be kept to a minimum. <p><u>Environmental impact</u></p> <ul style="list-style-type: none"> Option G will have fewer impacts on the environment; Option G avoids areas which Flintshire County Council is considering allocation for employment or housing; and Option G avoids common land near the railway line at the River Dee. <p><u>Cost</u></p> <p>As Option G has less engineering complexity and fewer constructability constraints, it is a lower cost option compared to Option I.</p>	
X-21	Do not support the pipeline and CCS, waste of money and unproven. What happens when gas storage is full?	<p>The selected CO₂ stores are hydrocarbon reservoirs that are close to full depletion, and therefore their capacity is very well understood. At the expected rates of CO₂ capture the reservoirs have sufficient capacity to accept CO₂ until approximately 2050.</p> <p>The capacity within the Liverpool Bay fields will allow us to store CO₂ captured from industrial sources across the North West and North Wales until approximately 2050.</p> <p>The wider Irish Sea provides significant CO₂ storage opportunities beyond the Liverpool Bay assets. Geological formations in Morecambe Bay are considered suitable for CO₂ storage and will provide sufficient capacity for storage requirements for CO₂ from across the region for the foreseeable future.</p> <p>CCS is a well-established proven technology. There are projects which have been successfully storing CO₂ for more than 25 years of demonstration. Repurposing the existing Liverpool Bay infrastructure helps to make HyNet the most cost-effective option for carbon capture and storage.</p>	No
X-22	Support for the pipeline to be expanded further into areas like Wrexham and Liverpool. The extension would allow energy generation and industry in the area of Runcorn to connect to the carbon storage proposals for HyNet. The Energy from Waste facilities Runcorn are some of the largest in the country and are progressing early development activity to be able to connect to the carbon pipeline. Furthermore, why is CO ₂ pipeline not proposed in the same corridor as the H2 pipeline?	<p>The carbon dioxide pipeline will be a critical component of HyNet to unlock a low carbon future for the North West of England and North Wales.</p> <p>The pipeline will remove CO₂ emissions from industry and also from the production of low carbon hydrogen. This low carbon hydrogen will replace natural gas (a fossil fuel) used by industry and in power generation across the region. This will reduce CO₂ emissions produced by energy intensive industries in the region, helping to decarbonise a wide range of industry sectors, including chemicals, glass, ceramics, oil refining, food, paper and automotive.</p> <p>The Applicant is working with Viridor, a HyNet partner, to enable Viridor to become the UK's first net negative emissions waste company. HyNet will capture nearly 1 million tonnes of carbon a year from Viridor's Runcorn site.</p> <p>The Applicant has designed the routes of CO₂ and hydrogen pipelines to maximise the benefits of each, each project having different drivers. The CO₂ pipeline takes CO₂ from the highest emitters to the storage sites. The hydrogen pipeline delivers hydrogen to industrial users where it can make the</p>	No

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		<p>biggest difference in switching from high carbon emitting alternatives. The pipelines run parallel only for a small part of their route, and the Applicant is co-ordinating work to minimise the impact on local landowners and residents in this area.</p> <p>HyNet continues to look for beneficial expansion opportunities to maximise the reduction of CO₂ in the region.</p>	
X-23	The information provided in the PIER is satisfactory including rights of way being well researched, details on biodiversity surveys are satisfactory.	The Applicant notes and appreciates the positive feedback.	No
X-24	PRoW must be carefully researched and protected, including PRoW concerns and PRoW management plan recommendation.	<p>The Applicant has sought to avoid the requirement to close PRoWs and keep diversions to a minimum. All necessary diversions will be agreed with the relevant local authorities prior to implementation.</p> <p>Further information on expected PRoW diversions and how they will be managed is presented in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17).</p>	No
X-26	The project will increase costs to industries.	<p>Taking the lead in the transition to a Net Zero future provides HyNet partners with an opportunity to become leaders in the energy transition, whilst meeting customer expectations and limiting their exposure to future increases in carbon taxation.</p> <p>The UK government recognises that decarbonisation is a public good, and as individual companies cannot be faced with higher costs than their overseas competition, it must therefore be supported by government funding. As such, the government is putting in place a support structure which means companies will not be placed at an economic disadvantage by undertaking Carbon Capture Solutions. This is a complex area of policy development, as it involves interfacing with the Emissions Trading Scheme (ETS) and international trade. Full details of these supporting business models can be found on the Government website (https://www.gov.uk/government/publications/carbon-capture-usage-and-storage-ccus-business-models).</p>	No
X-27	<p>PIER was missing key information including:</p> <ul style="list-style-type: none"> It doesn't consider local health priorities JSNA. Local sources in Wales have not been used for the desk-based assessment these were outlined in the response to the Scoping Request and have not all been explored for relevant information. These record sources are now all open and they should be included in the desk-based assessment search. Other sources which are not listed include the Flintshire County Archives (& possibly adjacent Wrexham County Archives), The National Library of Wales (maps and documents section and the online tithe maps https://places.library.wales/) and the Welsh Government Air Photos Online portal http://aerialphotos.wales.gov.uk/ PEIR chapter 9: 	<p>Regarding the incorrect reference to Conservation of Habitats and Species Regs, this is noted; the correct reference will be provided within future documents. The OPDM Biodiversity and Geodiversity will be referenced as required.</p> <p>Chapter 16 (Population and Human Health) of the ES (Document reference: D.6.2.16) has been produced following consultation on the PEIR using additional sources including local Joint Strategic Needs Assessment (JSNA) health priorities, Flintshire County Archives, Wrexham County Archives and the National Library of Wales. This has resulted in a more in-depth assessment for the final ES.</p> <p>The regulations referred to in the PEIR have been updated in Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9).</p>	No

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	<ul style="list-style-type: none"> The wrong Conservation of Habitat and Species Regs are referred to, it should be The Conservation of Habitats and Species Regulations 2017 (as amended), not 2019 EU Exit Regs. The ODPM Government Circular 06/2005 Biodiversity and Geodiversity has not been included in the list of policy. 		
X-28	Frustrated that there has been very little consultation with some affected by the scheme, whereas they are aware that developers who are involved with residential schemes along the route have been in consultation for many months.	<p>The Applicant conducted a comprehensive consultation, between 9 June to 11 July 2021, and 9 February to 22 March 2022, with the local community, community groups, parish/community councils and local authorities. The Applicant adhered to all its commitments made in the Statement of Community Consultation which can be found in Appendix D1, which included:</p> <ul style="list-style-type: none"> Postcard distribution to approximately 13,000 properties; Social media advertising; Newspaper advertising; Press releases; 7 consultation in-person events and 3 online interactive sessions; and Contacting community groups, parish/community councils and local authorities. <p>Any individual or body with an interest in the land that is within the boundaries of the DCO Proposed Development has also been contacted directly by the Applicant.</p>	No
X-29	Request for further consultation including 1-2-1 meetings and Lea-by-Backford consultation event.	<p>The Applicant understands that people would like to have a consultation event as close to their location as possible. However, due to the route being linear this can be very hard without having a very large number of consultation events. The applicant held seven consultation events which were picked to be held at locations spread along the route. The closest consultation event to Lea-by-Backford was at the Vernon Institute which is six minutes' drive from Lea-by-Backford.</p> <p>In addition, the Applicant held three online consultation events to allow those who were unable to attend the in-person events to join a webinar. Members of the public could also email, phone or mail into the project team and these questions or concerns were answered in full.</p> <p>Further targeted consultations were carried out on the areas where any changes to the development boundaries were proposed.</p>	No
X-30	Reinstatement of the land to an appropriate state with all landscape features replaced. Rural area methods not appropriate in urban areas (reseeding).	Where practicable all land will be returned to its previous land use following the cessation of construction and/or decommissioning activities. The reinstatement process to be adopted in urban areas has been included in Chapter 3 (Description of the DCO Proposed Development) of the ES (Document reference: D.6.2.3) .	No
X-31	All work carried out in the two months stated in the materials	The works will be carried out according to the construction programme prepared by the Construction Contractor(s) at the Detailed Design stage. A preliminary construction programme has been presented in Chapter 3 (Description of the DCO Proposed Development) of the ES (Document reference: D.6.2.3).	No

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X-32	Concern that feedback isn't being listened to or taken into account	The Applicant understands the value that can be gathered from consultation feedback, so all feedback received was recorded and analysed. Where verbal feedback was received at consultation events, attendees were offered and encouraged to fill out questionnaires to have a record of this. An analysis of these responses can be found in Chapter 7 (Responses to the Statutory Consultation) of the Consultation Report (Document reference: D.5.1.7) . The Applicant received a total of 84 responses which came online, by post and via email. The Applicant responded to all comments given about the DCO Proposed Development in Chapter 7.3 of the Consultation Report .	No
X-33	Suggestions to improve the credibility of your consultation and increase confidence in your design abilities. One way to do this might be to have a News section on your home page, where you would undertake to flag all changes to designs that impact the consultation as they arise, with an explanation of what, why, and how they impact those affected.	At each stage of the project, the Applicant has flagged changes to the DCO Proposed Development design in the consultation brochures published on the www.hynethub.co.uk website. The pre-statutory consultation detailed the process by which broad corridors had been narrowed to two routes. The statutory consultation explained how the two routes had been narrowed to one, but with route options in certain locations. In the targeted consultation, further changes, mostly in response to comments submitted in the statutory consultation, were consulted on.	No
X-34	<p>For every part of the construction, Hynet must commit to providing a detailed work plan and methods statement, this will include a commitment to construction length so that those affected can assess the impact on them. We require assurances from HyNet that no works will be carried out on the land when ground conditions are unstable, particularly in winter.</p> <p>We require details of what the penalties are should the contractors carry out works when the land is unfit for construction. Further, provide the name and contact details of an authorised person who is empowered to address any issues arising during construction and who is responsible for adherence to the work plan. Hours of construction and deliveries should be subject to Local Planning Policy DM30. Detailed Construction Environmental Management Plans (CEMPs) should be submitted for agreement by the LPA and should cover both the route and individual compounds and equipment/plant stores.</p>	<p>The name and details of the Company Representative on site for Construction will be provided when the position has been filled. Details of all central and local compounds will be made available in the Constructability Report.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	No
X-35	Dissatisfaction with Hynet in general a lot of ad-hoc releases of information, no continuity in personnel.	DCO applications, including the DCO Proposed Development, are large and complex, requiring input from multiple teams. Information was released as and when available across various physical and online platforms. This can mean members of the public and interested parties are talking to different team members in regard to different disciplines such as land queries and consultation queries. The Applicant strives to be as consistent as possible in terms of building relationships with interested parties.	No
X-38	PEIR doesn't reference impacts of health effects from hydrogen sulphide in designated sites - further detail required in Chapter 6 air quality to be presented in the Environmental Statement. Further	The findings of Chapter 16 (Population and Human Health) of the ES (Document reference: D.6.2.16) and Chapter 6 (Air Quality) of the ES (Document reference: D.6.2.6) are aligned. The effects outlined within the population and human health assessment are driven by the air quality	No

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	<p>targeted consultation to assess effects on population and human health recommended.</p> <p>Technical Advice Note 5: Nature Conservation and Planning (2009) should be added to the reference list. Mitigation/enhancement measures should be considered which help to monitor air quality in the area. Further conversations should be held with Peel NRE regarding the existing air quality monitoring equipment at Helsby.</p>	<p>assessment. The outcomes of the air quality assessment of health risks related to hydrogen sulphide are presented in aforementioned Chapter 6 and demonstrate that there is no risk to health at any location. The outcome of the air quality assessment of health risks related to hydrogen sulphide is presented in Chapter 6 and demonstrates there is no risk to health at any location.</p> <p>Reference to TAN 5 (applicable in Wales) has been included in the ES.</p> <p>As set out in Chapter 6 (Air Quality) of the ES (Document reference: D.6.2.6), air quality in the vicinity of the Proposed Development is good, with no monitored exceedances of the relevant air quality objectives. The ES concludes that there is no impact from the DCO Proposed Development, therefore monitoring is neither necessary nor recommended at or around the DCO Proposed Development.</p>	
X-39	<p>Further assessment needed -</p> <ul style="list-style-type: none"> Heritage Impact assessment on AGI/BVS. <p>We must emphasize the value of carrying out geoarchaeological surveys prior to full-scale geophysics so that the geophysical survey can be selective and targeted, avoiding those areas that will not produce any results. If this is not feasible it is important that the geoarchaeological data and deposit model is collated with the geophysical survey results before any intrusive work begins to make the most of both datasets</p> <ul style="list-style-type: none"> Large amount of pre-submission evaluation trenching may be required on any significant or uncertain archaeological anomalies identified in the geophysical survey and enough time to complete this evaluation should be built into the pre-submission stage so that the ES and ES mitigation statements are fully informed. The development proposal should therefore consider the existing townscapes, local landmarks and skylines, the contribution that open area make to the special character and appearance of the conservation area. 	<p>A Heritage Impact Assessment has been undertaken on each heritage asset impacted by the AGIs and BVS. The results of these assessments are included within Appendix 8.1 (Historic Environment Desk-based Assessment) (HEBDA) of the ES (Document reference: D.6.3.8.1).</p> <p>Pre-submission archaeological evaluation has not been undertaken at this stage. In the absence of evaluations, a precautionary approach has been undertaken in the ES to assess a worst-case impact based on the potential for previously unrecorded buried archaeological being present within the land required to deliver the DCO Proposed Development. This assessment can be found in Chapter 8 (Cultural Heritage) of the ES (Document reference: D.6.2.8). Intrusive archaeological investigation will be undertaken prior to a scheme of mitigation being devised.</p> <p>The results of the geotechnical investigations will be used to inform geoarchaeological deposit models of three areas of known alluvial deposits. The results of the model and the geophysical survey results will then be used to inform the strategy for intrusive works to ensure that anomalies that could be impacted are investigated</p> <p>Townscapes, local landmarks and skylines are considered in Chapter 12 (Landscape and Visual) of the ES (Document reference: D.6.2.12). The impacts on the affected conservation areas have been fully assessed in the HEDBA.</p>	No
X-40	<p>Sand and gravel - amount needed for pipeline route, AGIs, temporary roads and other infrastructure? Whilst there are two small sand and gravel site identified in the emerging LDP, this is still insufficient to meet the identified shortfall of 3.543 million tonnes required over the plan period. This makes protection of MSAs even more important. Where evidence is not forthcoming, or demonstrates that there will be an unacceptable impact on mineral resources the application will be refused. However, where it is considered that the proposed development is of overriding importance, consideration will be given to the principle of pre-extraction of the mineral. Within 'Table 14-5'</p>	<p>A Mineral Resource Assessment (MRA) has been produced with the aim to assess the impacts of the DCO Proposed Development on the mineral safeguard areas. The MRA has been appended to the ES in Chapter 11 (Land and Soils) (Document reference: D.6.2.11).</p> <p>Data for the North West region availability of sand and gravel, crushed rock and primary aggregate has been taken from the Mineral Products Association Profile of the UK Mineral Products Industry, 2020 (published in 2021). Data for recycled aggregate for the North West region has been taken from the North West Aggregate Working Party Annual Monitoring Report 2019. The comments on the data sources in the PEIR are noted. For the ES the latest publicly available data was used to update the baseline.</p>	No

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	clarification is needed of where the information on sand and gravel, crushed rock and recycled aggregate availability in the North-West taken from and when is the data should be provided. If it is from the NAWWP AMR 2019, the 2020 version of the report is now available. Information for primary aggregates should be provided within the NW AWP AMR. Table 14-14 states that the waste quantities and disposal methods are unconfirmed and are to be assessed at ES. This information is needed asap to be able to check for implications and plan for waste disposal. It is not clear whether options for treatment of waste have been considered to enable re-use rather than disposal.	Chapter 14 (Material Assets and Waste) of the ES (Document reference: D.6.2.14) details the anticipated waste types and quantities generated by the DCO Proposed Development and their intended disposal route, including recycling, recovery, treatment or landfill.	
X-41	Heritage - With regard to indirect impacts to listed buildings the Flintshire CC Built Heritage Conservation Officer, should be consulted for his comments. Cadw will need to be consulted on the indirect impacts identified for scheduled monuments via Planning Inspector.	As requested, the Applicant has consulted with FCC and CADW regarding the impacts to scheduled monuments in Wales.	No
X-42	The PEIR states the geophysical survey technique is Ground Penetrating Radar (GPR) but the WSI we have approved (and the preferred technique) is magnetometry. The GPR reference might be a mistake and should be clarified.	The term referenced in the PEIR was used by mistake. The technique used was magnetometry and this is outlined in the assessment and further detailed in the geophysical report in Appendix 8.4 of Chapter 8 (Cultural Heritage) of the ES (Document reference: D.6.2.8) .	No
X-43	The land within the Newbuild Infrastructure Boundary and surrounding areas of land have notable drainage issues and are prone to flooding. Please clarify how the project and the works have been designed to ensure that neither the construction works nor the existence of the pipeline once constructed will exacerbate the existing drainage/flooding issues or create new drainage/flooding issues. The Lead Local Flood Authority comment that the comments provided as part of the Scoping Opinion have been adequately responded to in the PEIR for how they will be addressed in the ES and so no further general comments to make. The only area of concern is around groundwater impacts and the lack of data (which they acknowledge in the PEIR) to undertake an assessment so this may need to be monitored to see if they deviate from their approach if data does not become available. The team notes that table 18-5 is incomplete with assessing surface water abstractions downstream of the proposed infrastructure in Wales. The team notes that 18.5.28 is correct at the moment in existing state, in terms of strategic flood risk, but is unlikely to remain so in line with Chapter 7.	During the construction phase, potential impacts on drainage and flood risk will be managed and mitigated through appropriate measures to be detailed as part of the Construction Environmental Management Plan(s) (CEMPs) which has been produced by the Construction Contractors. An Outline Construction Environmental Management Plan (Outline CEMP) including a Register of Environmental Actions and Commitments (REAC) has been submitted as part of the DCO application (Document reference: D.6.5.4 and D.6.5.1). Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s). As part of Appendix 18 of the ES (Document references: D.6.3.18.1 to D.6.3.18.5) , a Construction Environmental Management Plan (CEMP), a Flood Risk Assessment (England) and Flood Consequence Assessment (Wales) have been produced to support the planning application in discussion with key stakeholders including EA, NRW and Lead Local Flood Authorities. This demonstrates the management of potential sources of flooding and of surface water runoff generated by the Proposed Development during the operational phase. Ground investigations (GI) and groundwater monitoring has been undertaken to inform Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) . A quantitative assessment of groundwater impacts as a result of proposed dewatering works has been undertaken	No

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		<p>as part of the preparation of the Chapter 18 of the ES (this assessment utilised the groundwater level data). Additionally, assessment of the potential impacts on groundwater levels/flows from the Proposed Development are also part of the assessment and included in Chapter 18 of the ES.</p> <p>Understanding the potential impacts of climate change on groundwater flood risk is very difficult and extremely complex to predict. As groundwater levels are highly dependent on groundwater recharge potential, which is dependent on several factors, the main factors being rainfall and rate of evapotranspiration (which is subsequently dependent on multiple factors). Chapter 7 of the PEIR (Future Baseline section) notes that climate change is projected to lead to wetter, warmer winters and hotter, drier summers. Based on this, it seems feasible that a greater seasonal variability in groundwater levels would likely be the result.</p> <p>However, the likely extent of this variation is currently unknown. Although warmer, wetted winters would seem to indicate a greater rise in groundwater levels in winter; warmer, dryer summers would also lead to less groundwater recharge occurring in summer and therefore a greater reduction in groundwater levels in summer than is current. Overall, the effect on groundwater flood risk may be offset and subsequently not substantially greater than current (discounting potential natural variation such as an unusually cool, wet summer followed by an unusually warm, wet winter). Therefore, what is stated in Chapter 18 of the PEIR, paragraph 18.5.28, may still be correct even when considering future climate predictions (although there is uncertainty as mentioned).</p>	
X-44	Badger concerns - How will badger setts be dealt with? Badger habitat will be seriously affected by construction. PEIR justification for not accurately mapping badger territories (no bait-marking surveys). Further methodology needed.	A full methodology for the assessment of badgers across the entirety of the Order Limits has been provided within Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) for the Proposed Development. Surveys have been completed following best practice guidelines with the need for bait marking assessed on the basis of badger survey results and considered where required. Any setts recorded have been mapped and categorised in line with best practice guidelines. As the Proposed Development, for its majority will generally result in short term, temporary, localised impacts, potential impacts to badger and suitable supporting habitat are likely to be limited. This has however, been assessed on a 'case-by-case' basis dependent on the results of the badger surveys, with further assessment and consideration given where required. Specific mitigation to safeguard badgers and their setts has been captured within the ES, with any protected species licensing requirements clearly captured. Badger details will remain confidential as per standard practice in the DCO submission.	No
X-45	PROTOS - the proposals currently conflict with planned developments at Protos which would prejudice the delivery of a key development within CWCC and limit its potential. Want to see wide support for hydrogen produced from waste plastic (like PROTOS)	Protos is a stakeholder of HyNet and the Applicant is working closely together with a goal of regional decarbonisation – this includes collaboration on the Net Zero North West (NZNW) Cluster Plan. Further to this point, discussions with PROTOS / PEEL group are underway to establish a Statement of Common Ground (SoCG).	No
X-46	Permits required - consent before any works or inspections are carried out, environmental permit to carry out flood risk activities, a Habitats Regulation Assessment (HRA) to support any application for an environmental permit, the Dee Cockle Regulating Order could also be impacted, and as such a Water Framework Directive assessment	The construction contractor(s) will be responsible for obtaining all required environmental permits, licences and consents at the detailed design stage. Requirements for environmental permits and consents have been included in the Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4). The permits and consents will be discussed in	No

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	should also be carried out. Marine Licence. Environmental Permit required for dewatering and/or discharges. If works by Construction involve design of pipeline and infrastructure, a design & build contract is acceptable, if design is to be undertaken by others it needs a permanent works design permit. Erection of flow control structures requires consent from the lead local flood authority. Watercourse impounding licence needed. While it is noted that Scheduled Monument Consent would need to be sought, involving consultation with Historic England, it would be ideal if the need for such consents could be avoided to protect the significance of the site through the redirection of the proposed pipeline.	<p>principle at the planning stage with the appropriate permitting bodies and stakeholders and permits will be obtained prior to construction works.</p> <p>Environmental permits concerning flood risk activities will be submitted prior to commencing any works and they will be supported by an accompanying Water Framework Directive assessment. These permit applications will provide detail of how silt and pollutants will be managed near the open trench crossings.</p> <p>Scheduled Monument Consent will not be required as a result of Proposed Development as the design has been developed to avoid impacts on the scheduled monument.</p> <p>A Habitat Regulations Assessment has been undertaken assessing likely significant effects upon internationally designated sites and accompanies the DCO application (Document reference: D.6.5.6).</p> <p>Requirements for design & build contracts and permanent works design permits are noted.</p>	
X-47	More explanation of what the newbuild infrastructure boundary is and why land has been included in it	<p>The newbuild infrastructure boundary includes the maximum extent of all potential permanent and temporary construction works required as part of the Development Consent Order (DCO) Proposed Development. The new build infrastructure boundary extends from Ince (Cheshire, England) to Flint (Flintshire, Wales). It includes the areas required for the new CO₂ Pipeline, as well as the AGIs and Block Valve Stations along both the new CO₂ pipeline and the existing Flint to Point of Ayr (PoA) pipeline. This definition of the newbuild infrastructure boundary is included in the Glossary (Document reference: D.0.1.3).</p> <p>The newbuild infrastructure boundary illustrates the areas within the Order Limits for which new infrastructure, and associated temporary works, are proposed as part of the DCO. The Order Limits for this land also includes powers to transmit CO₂ along the full route of the pipeline and compulsory acquisition powers for the land.</p>	No
X-48	Further parity between mental and physical health needing to be assessed	The ES assessment provides further parity between mental and physical health in Chapter 16 (Population and Health) (Document reference: D.6.2.16). The assessment identifies potential effects on both physical and mental health as a result of the Proposed Development. The baseline information provides a definition of both physical and mental health.	No
X-49	Sensitivity receptors - The ES should provide a map showing the location of sensitive receptors relative to the proposed scheme. Noise sensitive ecological receptors should be included as well as human receptors. We support the decision for all environmental hazards and impacts on nearby sensitive receptors to be considered simultaneously throughout all stages of the proposed development. In environmental terms, we advise that ES developments are conducted using a receptor led approach, whereby the potential for impact with respect to the sensitivity of each receptor is assessed, followed by definition of which projects should be included based on the likely spatial and	<p>A proportionate assessment of all potential impacts on sensitive receptors has been carried out across all topics.</p> <p>The Applicant can confirm that sensitive receptors have been assessed individually against potential direct and indirect impacts and latterly assessed cumulatively both with the ES and Habitat Risk Assessment (HRA). These consider the Proposed Development, the wider HyNet Project and other Committed Development. More detail on this can be found in Chapter 19 (Combined and Cumulative Effects) of the ES (Document reference: D.6.2.19) and the HRA.</p>	No

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	temporal extent of effects. Should the timetable of the project slip for any reason, it will be necessary to reconsider whether there is sufficient information to fully assess cumulative impacts. Consequently, inclusion of data as it becomes available for other projects in the planning process may be required to inform an updated assessment. The HRA must also consider any in-combination effects with other plans and projects.		
X-50	Mitigation measures need to be further developed - too provisional/non-specific. If the location of the impact cannot be refined down then broad-brush mitigation such as a prior strip/map/excavate regime will probably have to be adopted in the vicinity of all of these records where ground disturbance is identified.	<p>Mitigation measures across all topics have been identified in the ES. An Outline Construction Environmental Management Plan (Outline CEMP) including a Register of Environmental Actions and Commitments (REAC) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s). A Final CEMP will be prepared by the Construction Contractor post-consent which will include further details on the mitigation presented in the REAC and the ES.</p> <p>In relation to cultural heritage, the mitigation has been further refined where possible within the Historic Environment Desk-Based Assessment (HEDBA) and Chapter 8 (Cultural Heritage) of the ES (Document reference: D.6.2.8)</p>	No
X-51	Information on economic benefits/skepticism on creation of jobs - what sort of local jobs will be created and why do we only get 6000 jobs locally over 75000 nationally?	<p>HyNet is at the forefront of the UK's hydrogen economy – playing a key part in kickstarting this new sector. By playing this important role, the project will help support up to 75,000 jobs across the UK by 2035 by kick-starting the hydrogen economy. HyNet has worked closely with local and regional stakeholders such as the Mersey Dee Alliance to ensure that the benefit to the cross-border economy is maximised.</p> <p>This application forms part of a wider HyNet North West project which aims to support the creation of 6000 permanent jobs in the local manufacturing industry and supply chain, as well as protect existing high skilled manufacturing jobs to give job security, retain existing and attract new talent, and create exciting new long-term opportunities.</p> <p>The impact of HyNet will cause further growth in the supply chain of materials and skills required, growing the local, regional and national economies.</p>	No
X-52	Recommendation that consents for England and Wales need to be applied for separately.	<p>The Proposed Development is located across England and Wales and defined as a Nationally Significant Infrastructure Project (NSIP) under s14(1)(g) and s21 of the Planning Act 2008 (PA08). It is classed as a cross-country pipeline as defined in the Pipelines Act 1962 s65. The decision maker for an NSIP is the Secretary of State (as advised by the Planning Inspectorate) and they will consider both Welsh and English elements of the Development Consent Order application in their decision-making.</p> <p>However, please note that the Development Consent Order (DCO) regime in Wales does not allow for items to be classed as Associated Development to be included in a pipeline's DCO. Therefore, the</p>	No

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		<p>Applicant will be submitting a separate planning application under the Town and Country Planning Act 1990 to the Local Planning Authority (Flintshire County Council) for those Welsh elements that are outside the DCO regime. The planning application will cover the following elements:</p> <ul style="list-style-type: none"> • Modifications to the existing PoA terminal at Talacre; • Foreshore pipeline works – electricity and telecomms cables and removal of existing Shut Down Valve in the foreshore; and • Block Valve Stations on the existing pipeline (if these are determined to be associated development, which the Applicant does not consider they are). 	
X-53	Compensation information request	<p>There are several elements to payment or compensation in respect of the proposed CO₂ pipeline:</p> <p>Payment for the voluntary granting of land rights – for example, the pipeline lease consideration will be calculated based on 80% of the freehold land value, licences for survey access have been paid at agreed rates:</p> <ul style="list-style-type: none"> • Compensation for use of compulsory powers granted in any DCO; • Compensation for use of powers of temporary possession granted in any DCO; • Compensation related to access taken under statutory powers, for example for carrying out intrusive ground investigations; • Compensation relating to physical construction of the pipeline - Reasonable compensation will be paid to landowners and/or tenants for the following main items in respect of the works relating to intrusive survey or construction works: <ul style="list-style-type: none"> – Loss of crops/yield; – Reinstatement of land; – Damage to land drains; – Damage to fences/gates; – Loss/repayment of subsidies; – Loss of stock; – Damage to machinery arising from equipment/materials being left in fields; and – Disturbance. <p>All compensation claims will be settled subject to the provisions of the compensation code. The UK Government has produced guidance for those potentially affected by powers of compulsory acquisition which includes advice on compensation, please see: Compulsory purchase system guidance – GOV.UK www.gov.uk/government/collections/compulsory-purchase-system-guidance.</p>	No
X-54	Clarification request on whether the Construction Environmental Management Plan and framework are on the same or different reports submitted at different stages. Should also reference traffic management to take into consideration air pollution including dusts	<p>An Outline Construction Environmental Management Plan (Outline CEMP) including a Register of Environmental Actions and Commitments (REAC) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES.</p>	No

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		<p>The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>An Outline Construction Traffic Management Plan has also been produced as part of the DCO application. The Construction Environmental Management Plan (CEMP) has not yet been developed. It will be developed by the EPC Contractor once appointed. This will include responsibility to include the development of the following EPC phase documents: CEMP; Construction Schedule.</p>	
X-55	Crossing main rivers needs to be agreed with upfront with the Environment Agency to avoid inappropriate damage and flood risks.	Engagement has been undertaken with the Environment Agency and Natural Resources Wales regarding river crossings. Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) identifies likely significant effects on water courses as a result of the Proposed Development.	No
X-56	We expect some sensitivity testing against future changes and revisions for fluvial and tidal climate change impacts over lifetime of development.	As part of Appendix 18-4 of the ES (Document reference: D.6.3.18.4) , a Flood Risk Assessment (FRA) (in England) and Flood Consequence Assessment (FCA) (in Wales) has been produced to support the Development Consent Order for the Proposed Development. The FRA and FCA take into account the potential impact of climate change during the lifespan of the development.	No
X-57	Uncertainty associated with protective easements- more detailed information regarding easements clearly has an impact on the consideration of the proposals and we would expect this to be set out when the applications are submitted, however, for the avoidance of doubt, we would expect an easement of 3 metres, either side of the pipeline, to be sufficient to facilitate appropriate maintenance etc.	The easement width (if voluntarily agreed) or width of the corridor where restrictive covenants will be imposed (if compulsory powers are used) is specified in the statement of reasons and is generally 24.4m, with only a small number of exceptions with clear rationale given in these instances. This width is required to ensure the protection of the pipeline and to allow a suitable area for accessing and maintaining the pipeline if required. 3m either side is not sufficient to undertake maintenance. As explained in the project description, the working width to install the pipeline is 32m, the 'easement' width has already been reduced from that to the minimum necessary for maintenance.	No
X-59	The final ES must provide an assessment of significance for those health determinants scoped into the population and human health chapter. The population and human health assessment should draw upon the findings from other relevant chapters, including air quality and noise.	Chapter 16 (Population and Health) of the ES (Document reference: D.6.2.16) provides an assessment of health determinants scoped into the assessment including interdependencies with other topics such as air quality and noise.	No
X-60	There does not seem to be reference of the details of the methodology of the reinstatement of the temporary construction compounds, (both localised and centralised compounds), equipment yards or the temporary access tracks. Details should be provided.	Where practicable all land will be returned to its previous land use following the cessation of construction and/or decommissioning activities. The reinstatement process to be adopted has been included in Chapter 3 (Description of the DCO Proposed Development) of the ES (Document reference: D.6.2.3) .	No
X-61	The report should refer to the community boundaries rather than parish boundaries.	The Applicant will action this comment going forward.	No
X-62	There is a new Flintshire LDP emerging plan. This needs to be taken into account by the DCO and the application should align with the adopted development plan. Chapter 11.2.7: Reference should be made	As part of the Development Consent Order (DCO) application, the Applicant has submitted a Planning Statement (Document reference: D.5.4) which sets out how the DCO Proposed Development complies with all relevant planning policy including the adopted Flintshire UDP and emerging LDP	No

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	to the relevant policies within the Flintshire Unitary Development Plan, and moving forward to the policies contained within emerging Local Development Plan	<p>policies. Relevant policies have been referenced where applicable within the ES (Document reference: D.6.2).</p> <p>The Applicant has also engaged in regular dialogue with the Local Planning Authorities including Flintshire County Council throughout the application process.</p>	
X-63	<p>Minerals - request the opportunity to comment on the MRA report as soon as it is available. As the pipeline is proposed to remain in the ground, as opposed to be removed at the decommissioning stage, this provides even more justification for prior extraction would as the pipeline, and associated easement would sterilise the resource situated under the trench, and within the no build easement. This should be considered further within the assessment Sterilisation of mineral resource is identified as having a moderate adverse effect, with mitigation of a MRA resulting in a slight adverse (not significant) effect. However, a MRA is evidence, not mitigation. Prior extraction or other mitigation measures may also be required and without successful prior extraction or mitigation, significant residual effects may remain.</p> <p>Chapter 14.7.11: This table identifies that the development has the potential to sterilise mineral resources as the proposed development passes through and close to several mineral safeguarding areas. We would concur with the identification of major magnitude and significant adverse effects as a result of the proposed development. 'Table 11-17' identifies a slight beneficial impact of the decommissioning phase by allowing the mineral reserve to be extracted. However, could the pipeline construction have contaminated or mixed the reserve? If so, it may be better to undertake prior extraction. This should be assessed further. The same comment applies to p43, 'Table 11-20'. Extraction of the mineral would not be possible after decommissioning and prior extraction should be undertaken. It is advised that in respect 'Table 11-18' and the Mitigation and the Enhancement section that any proposed mitigation should, depending upon the findings of the MRA, consider prior extraction as an option. Paragraph 14.7.11 identifies that the development has the potential to sterilise mineral safeguarding areas. We agree with the identification of major magnitude and significant adverse effects as a result. Paragraph 14.8.2 identifies under 'mitigation' that a MRA will need to be prepared. We agree that a MRA is required, but this will form evidence not mitigation. Further mitigation measures such as prior extraction may also be required. In terms of sterilisation of MSAs Table 14-16 identifies that if the MRA gains approval by the LPA this would be adequate mitigation. The Council do not agree with this statement. Generally, a MRA just provides evidence</p>	<p>Chapter 11 (Land and Soils) and Chapter 14 (Material Assets and Waste) of the ES (Document reference: D.6.2.11 and D.6.2.14) reflects amended phrasing of the Mineral Resource Assessment (MRA) comprising mitigation.</p> <p>The draft MRA was shared with the Local Planning Authority, CWCC, and a meeting was set up to discuss this on 3 August 2022.</p>	No

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	of the resources available on the site. Using the findings within the MRA, the applicants would need to suggest how potential impacts on MSAs could be avoided or mitigated (for example through prior extraction) and the LPA would need to agree to these avoidance / mitigation measures to ensure that there are no moderate adverse significant effects.		
X-64	Greenhouse gas (GHG) emissions associated with land-use change throughout the construction of the project had been scoped out for further assessment in the EIA Scoping Report. However, following review, PINS did not agree that GHG emissions arising from the disposal of biomass nor that GHG emissions arising from the reduction in carbon sequestration could be scoped out of the EIA. In response, the applicant has noted this PINS comment but also stated they do not anticipate the emissions arising from the disposal of biomass and from the reduction in carbon sequestration will be large as the “Carbon Dioxide pipeline is not expected to intersect any large areas of woodland” ³ . The disturbance of deep peats at Frodsham, Helsby and Ince Marshes and at Gowy Meadows in order to facilitate the construction and operation of this scheme will result in significant GHG emissions. We recommend that the applicant seeks the advice of a peatland emissions expert on this matter (e.g. a representative from a local academic institution, Natural England, the Centre for Ecology and Hydrology or a local Wildlife Trust etc.) rather than a representative from the Local Enterprise Partnership (LEP) as suggested in the PEIR.	Land use change was scoped out of the ES based on professional judgement. However, this has been scoped into the ES and greenhouse gas emissions from the disposal of biomass (A5) and changes in carbon sequestration (B8) have been assessed quantitatively.	No
X-65	We expect that the proposed combination of trenching and laying pipelines through deep peat deposits, although considered to be temporary in the EIA scoping report and PEIR, is highly likely to result in a significant residual increase in GHG emissions in the absence of mitigation. Given that the purpose of the HyNet project is to contribute to achieving net-zero, we strongly advise that the potential for a significant residual increase in peatland GHG emissions as a result of the scheme is assessed within the EIA.	Land use change was scoped out of the ES based on professional judgement using experience of similar linear projects. However, the Applicant can quantify greenhouse gas emissions from land use change in the ES where data is available.	No
X-66	Waste - The ES should demonstrate where waste materials are being reduced, reused and treated/recycled prior to disposal, in line with the waste hierarchy. Options for reuse and treatment of waste should be considered to enable reuse/recovery where possible rather than disposal. Waste Planning Monitoring Report for North Wales 2020 has now been published and will be enclosed in the consultation response. This along with data from the following NRW/WG data should be used	Chapter 14 (Material Assets and Waste) of the ES (Document reference: D.6.2.14) details the anticipated waste types and quantities generated by the Proposed Development and their intended disposal route, including recycling, recovery, treatment or landfill. The provision of the Waste Planning Monitoring Report for North Wales 2020 is welcomed, and the ES chapter reflects the most recent publicly available information to set out the waste baseline. The local authorities will be kept informed throughout the process.	No

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	as part of the evidence base to complete the resource assessments that will accompany the ES and DCO application Table 14-14 states that the waste quantities and disposal methods are unconfirmed and are to be assessed at ES. This information is needed asap to be able to check for implications and plan for waste disposal. It is not clear whether options for treatment of waste have been considered to enable re-use rather than disposal. Paragraph 14.8.3 evidence should be obtained ASAP and the Council should be kept informed as the relevant waste planning authority.		
X-67	Development proposals should ensure important ecological features are avoided throughout the entirety of the Preferred Route Corridor. We are disappointed that our previous alternative route proposals have has not been investigated further as they would minimise impacts on important ecological features. Reposition AGIs away from existing mature vegetation/trees.	<p>The Applicant has carried out a detailed route appraisal to identify the best route from an engineering, environmental, land, planning and cost perspective. The Applicant has designed the proposed infrastructure in a manner which would prevent the removal of valuable habitats where possible, including individual trees and their ‘root protection areas’.</p> <p>The Order Limits have been amended and no longer cross Lea by Backford Railway Cutting or Viaduct Wood. Trenchless drilling is also proposed at Wood West of Crabwell Manor. These design changes will help to reduce likely impacts on the ecological sites.</p>	Yes
X-68	<p>Soil - It is unclear if the ALC grades within the study area noted are based on the Predictive ALC Map (2019) or on field surveyed information. This should be confirmed and clarified. Agricultural Land Classification system (ALC) is the best and most versatile, and should be conserved as a finite resource for the future’. The Predictive ALC Map and associated guidance has been made available by the Department and uses the best available information to predict the grade of land on national basis. It has been designed to help Local Planning Authorities, Developers, Surveyors and Land Use Managers make informed long-term decisions over the use of land in the planning system.</p> <p>The department expects the proposals for soil handling (stripping, storage and placement) and aftercare proposals to be based on an ALC and soil physical resources field survey. Summary of Residual Effects –Decommissioning –the table notes a slight beneficial effect on soil quality. The department does not agree as, even with best intentions, there could be risks to the integrity of disturbed BMV agricultural land. The Department requests to be consulted on the proposed Soil Management Plan (SMP). The following errors are identified:</p> <ul style="list-style-type: none"> Table 11.4.12: This section refers to ‘Natural Resources Wales Mapping (Ref: 11.38)’. It is unclear if this includes the Predictive 	<p>An intrusive Agricultural Land Classification (ALC) survey has been undertaken for the Proposed Development to provide the most up to date and site-specific information on ALC grades of land so that appropriate mitigation could be designed into the soil management plan. Any grades within the PEIR were predictive and have been updated for the ES.</p> <p>The soil handling and aftercare requirements have been detailed in the Outline Soil Management Plan which accompanies the DCO application. These have been based on the ALC and soil surveys.</p> <p>Comment on Table 11.4.12 – this has been amended in the ES.</p> <p>Comment on Chapter 11.11 – this policy has been included in the ES.</p> <p>Comment on Welsh Government (WG) Department validation – this was agreed with the WG and Natural England and as soon as the report is ready it will be passed over to the relevant bodies for review and then validation.</p> <p>Comment Table 11.4.18 and 11.5.27 – these designations are from the DMRB LA 109 and LA104 guidance however if WG would like to classify all BMV soil and very high sensitivity then this comment is acknowledged and noted.</p> <p>Chapter 11 (Land and Soils) of the ES (Document reference: D.6.2.11) has been amended to include reference to the NPPF (England) and Planning Policy Wales (PPW) and National Development Framework (NDF) (Wales).</p> <p>The localised ground movement as a result of pipeline installation is minimized through the application of UK pipeline construction best practice.</p>	No

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	<p>Agricultural Land Classification (ALC) (2019) map produced by the Welsh Government. Clarification required. (https://gov.wales/agricultural-land-classification-predictive-map).</p> <ul style="list-style-type: none"> Chapter 11.11: References –the department considers the National Development Framework (NDF) Future Wales: The National Plan 2040 –2021 needs to be included. In respect of BMV agricultural land, Chapter 2; Policy 9 is applicable. The WG Department would expect to be consulted on the ALC survey report and to validate it. Table 11.4.18 & 11.5.27: The table notes ALC grades 1 and 2 as ‘very high’ sensitivity and ALC grade 3a as ‘high’ sensitivity. The WG Department does not accept this assessment. The department considers that loss of BMV agricultural land is ‘very high’ sensitivity irrespective of ALC grade. This section should also be amended as the reference to NPPF is applicable to England – PPW and the NDF set out the planning policies in Wales. Under the rainfall section the potential impact does not mention the increased chance of ground movement as a risk due to fluidity of subsoils (this is included in the sea level rise section) and noted in table 18.1. The table in the extreme heat section mentions the potential impact of shrinking and cracking of soils but not the impact on the project in terms of subsidence or ground movement. 	<p>Gov Wales has now been consulted on the SMP and it is acknowledged they do not view the decommissioning as slight beneficial.</p> <p>Regarding ground movement, the subsoils will be excavated and stored next to the pipeline construction trench. Once the pipeline has been installed the subsoil will be replaced as it has been removed and compacted back to form similar ground conditions before the excavation took place. Drainage will be installed also to ensure drainage across fields is not impacted and to enable the fields to function. Soils placed back into the trench will be replaced in layers to ensure consistency of formation. There is not anticipated to be any fluidity of subsoils for most of the route. Where there is a possibility any fluidity of the subsoil mitigation measures with regards to the pipeline design and construction will take account of this such as temporary dewatering of ground until it has been reinstated.</p>	
X-69, S3-09, S4-08	<p>I am very keen to ensure that when construction actually begins that residents are protected as much as possible and the inevitable disruption that follows from a major infrastructure project such as this is kept to a minimum. Residents are realistic about this but from the outset there must be a real and active understanding from the project delivery team and your designated contractors.</p> <p>Concerned about any disruption to the PRow including cycleway, towpath, public footpaths and the Wales coast path. Closing these completely would reduce the quality of life for many. These should be re-routed but take into account residents’ input so they are not too close to houses due to privacy reasons. Misuse of byway - consideration to treating Saughall byway as carriageway.</p>	<p>Chapter 17 (Traffic and Transport) (Document reference: D.6.2.17) of the ES assesses the construction and operational impacts on PRow.</p> <p>The ES is accompanied by an Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4), including an Outline Construction Traffic Management Plan (Outline CTMP) (Document reference: D.6.5.4.2), and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1). These documents provide the overarching principles of how the environment will be managed during construction works and all the environmental mitigation and actions which are committed to. The Outline CEMP, Outline CTMP and REAC set out the requirements for detailed site-specific CEMP(s) which will be prepared by the Construction Contractor(s) to align to the detailed design of the Proposed Development. These will set a framework to monitor and manage potential impacts during the construction process, including water, noise, and air quality pollution.</p>	No
X-70	Request for topography maps of the pipeline route to aid emergency planning arrangements going forward.	<p>The Applicant notes and appreciates your positive feedback.</p> <p>Sharing of specific design information (including Topographic mapping) is assessed on a case-by-case basis. Please contact the project team to discuss.</p>	No

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X-71	The current option selection is favourable as it is a predominately rural path minimising the impact to Noise sensitive receptors and residential properties. This will have a reduced impact on the environment. The proposed compound locations have been well selected, away from NSRs and in areas of high background noise during operational hours.	The Applicant notes and appreciates the positive feedback.	No
X-72	Suggestion on different proposal. Rather than pour concrete into the Wells at the Cuadrilla fracking site on Preston New Road in Lancashire. One option would be to inject the gas into the natural gas network in Lancashire and retrieve the gas from the natural gas network, to feed the HyNet ATR at Stanlow, or the CF Fertiliser plant at Ince.	This consultation is in reference to the HyNet carbon capture and storage (CCS) infrastructure, which will take by-product CO ₂ from hydrogen production at Stanlow Manufacturing Complex and transport it for long term geological storage offshore.	No
X-73	The Councils Environmental Protection Unit (EPU) are pleased with Appendix 6-2 and 6-3 emergency venting - our concerns regarding this matter are adequately addressed.	The Applicant notes and appreciates the positive feedback.	No
X-74	The Impact from high winds is stated as a potential impact but is not clear as whether this assessing the infrastructure or the surrounds e.g., falling trees on to the AGI or both.	The assessment focuses on the impact of storms and gales on the infrastructure to be constructed as part of the Development Consent Order Proposed Development. This major event type was scoped out as at the detailed design stage, existing legislation, namely the Health and Safety at Work etc. Act 1974 legally requires that plant and equipment must be designed to minimise the risk of harm to workers, visitors, and members of the public. Similarly, the Supply of Machinery (Safety) Regulations 2008 and Provision and Use of Work Equipment Regulations 1998 have legal requirements which will apply to the design of machinery and equipment used for the AGIs and BVSs.	No
X-75	The Councils Conservation Officer advises, that due to the nature of the proposed works, it is unlikely that the underground pipeline would have any effect on the setting of any designated or non-designated heritage assets within the identified New Build Infrastructure Boundary or the wider 1k study area. Disruption and impact during construction are deemed acceptable.	The comment is largely the conclusion reached in Chapter 8 (Cultural Heritage) of the ES (Document reference: D.6.2.8) .	No
X-76	It is important to mitigate and minimise public exposure as much as possible to these non-threshold air pollutants as to not create, or further add to, health inequalities. We encourage this to be considered in detail during design, development, construction and operation of the purposed activity. We would encourage monitoring of gas/fluid make-up within the pipeline to ensure H ₂ S does not exceed 5ppm and therefore does not present any risks to public health during venting. As mentioned within the consultation, the nature of this gas can be odorous, therefore can cause annoyance. Although there are no	The potential health effects resulting from the venting of gas were considered in the PEIR at Section 6.7 (Document reference: D.0.9.7) and have been investigated and reported in Chapter 6 (Air Quality) of the ES (Document reference: D.6.2.6) . A recommendation that an Odour Management Plan is set out (in Section 6.8 of the PEIR) to provide a method of notification to residents in the vicinity of the AGIs during planned maintenance operations. Currently, models studying gas dispersion scenarios from DCO venting show no risk of odours.	No

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	residential properties within 300m of an Above Ground Installation (AGI), we encourage the use of an odour management plan in order to manage and react, should there be an odour occurrence or complaints received.		
X-77	We encourage thorough assessments to avoid any impact on the locale relating to disturbances in drinking water and/or increased surface water and groundwater flood risk.	<p>A Flood Risk Assessment (England) and Flood Consequence Assessment (Wales) with associated surface water drainage strategies has been prepared in line with local and national policy investigating the potential sources of flooding in the area and demonstrating that the proposals will not increase flood risk. These have been submitted as part of the DCO application (Document reference: D.6.3.18.4 and D.6.3.18.5).</p> <p>Runoff from the surface will be picked up by various components for example permeable paving, and then it is conveyed to the attenuation pond and discharge at a restricted outfall rate of 2 l/s. For the majority of the sites several Sustainable Drainage Systems features are proposed such as infiltration trench, filter channel, filter drain, vortex separator, detention pond and vegetation open channel, which reduce pollution from runoff. The attenuation volume has been designed for the 1 in 100 years plus 40% climate change event. The Applicant considers that with these surface water drainage design in place, the proposed developments will not increase the risk of surface water flooding on or off site or have any adverse impacts on existing watercourses and network.</p> <p>To ensure prevention of any negative impacts on the water environment, the Applicant conducted studies which can be found in Outline Construction Environment Management Plan (CEMP) (Document reference: D.6.5.4).</p>	No
X-78	Support for further investigation into potential residual effects in the ED to identify any historic pollution events which may present a risk to the locale.	A baseline assessment has been undertaken which considered potential sources of contamination (including historic contamination events). Following this baseline targeted ground investigation (GI) has been undertaken. One of the aims of this GI was to, where reasonably practicable, assess if there is existing ground contamination. The investigation results have then been used to assess if any contamination identified could potentially impact the DCO Proposed Development or other potentially sensitive receptors in the vicinity. The interpretation of the ground investigation results has been used to inform Chapter 11 (Land and Soils) of the ES (Document reference: D.6.2.8).	No
X-79	Doubt if all appropriate designated sites have been included in Table 18-11 re: Dee Estuary SPA and Mersey Estuary SSSI as receptors	The Dee Estuary Special Protection Area and Mersey Estuary Site of Special Scientific Interest have been considered in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) and the Water Framework Directive (WFD) assessment (Document reference: D.6.3.18.3). All relevant designations and sensitive sites have been considered in the ES, and in Habitats Regulations Assessment (HRA) (Document reference: D.6.5.6) for the Special Protection Area (SPA).	No
X-80	The Department requests to be consulted on the proposed Demolition Management Plan (DMP)	The Applicant will seek to consult with Flintshire County Council, and other relevant bodies, in drawing up a Demolition Management Plan (DMP) at the appropriate time	No

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X-81	The general approach within the PIER, in respect the potential cumulative impacts, is supported. It is recommended that combined effects are considered with HS2, especially in terms of impacts on MSAs, waste generation and transport. Combined effects with other Nationally Strategic Infrastructure Projects should include the Cadent Hydrogen Pipe project including its Pipe location and HAGIs which would have potential for some physical overlap near to the HPP plant and offshoot to the Protos Site.	<p>The HS2 route and any associated HS2 projects are well outside of the Zone of Influence (ZOI) for the DCO Proposed Development (explained in Section 19.5 and outlined in Appendix 19.1 In-Combination Effects Assessment, Volume III (Document reference: D.6.3.19.1) so have not been included in any form in this chapter.</p> <p>The Cadent Hydrogen pipeline was short-listed for assessment. A full assessment has been included in Appendix 19.1 In-Combination Effects Assessment, Volume III (Document reference: D.6.3.19.1).</p>	No
X-82	Not all local sources have been explored for relevant information in 8.4.6. Record sources are now open and should be included in the DBA search.	Record sources including the Cheshire Archives and Local Studies, the North East Wales Archives at Hawarden, the Historic England Aerial Photograph Archive, the Royal Commission of Ancient and Historical Monuments of Wales Aerial Photograph archives and public sources of LiDAR (DEFRA and Natural Resources Wales) have also been consulted as part of the Desk Based Assessment search and have been detailed in Chapter 8 (Cultural Heritage) of the ES (Document reference: D.6.2.8).	No
X-83	Support for details as set out within the Transport impact assessment, given the stage it is at, and what they set out will form the base from which the details of the ES/TA will be formulated. It is welcomed that a separate Transport Assessment (TA) is to be included as opposed to just the CTMP they were proposing previously. Also provide an Outline Construction Traffic Management Plan (CTMP) and an Outline construction Workers Travel Plan and obviously the chapter in the ES.	The documents referenced have been included within the DCO application submission.	No
X-84	<p>Concern about ancient woodland and veteran trees - The proposed pipeline has the potential to result in significant adverse impacts on ancient woodland through a direct loss for construction of the pipeline, and potentially through indirect impacts where construction works occur within close proximity to these habitats. It is essential that no ancient or veteran trees are lost as part of the proposals.</p> <p>Three ancient woodlands are located within the Newbuild Infrastructure boundary this include:</p> <p>Leadbrook WoodWS, and two areas of unnamed ancient woodland at SJ272674 and SJ263677 respectively.</p> <p>A further two ancient woodlands—New Inn Brook Wood WS and an unnamed woodland at SJ258677—are located adjacent to the proposals.</p> <p>Any ancient or veteran trees within the influence of the scheme should be afforded a root protection area (RPA). Some possible impact include;</p>	<p>Ancient woodland and veteran trees have been identified using the ancient tree inventory database. During field surveys any trees assessed as veteran have also been flagged to the Applicant and mitigation recommended to reduce impacts. The DCO Proposed Development avoids all direct loss on areas classified as ancient woodlands through the use of trenchless crossing methodologies to go under such woodlands or through requirements to avoid impacts as part of the DCO. Through ongoing design development and refinement direct impacts on veteran trees has been minimised where practicable. All construction and operational impacts on such receptors have been assessed and reported within Chapters 9 (Biodiversity) and Chapter 12 (Landscape) (Document reference: D.6.2.9 and D.6.2.12).</p> <p>Root Protection Areas (RPA) will be afforded to retained trees. Where encroachment within RPAs is required to facilitate construction, Ecological Clerk of Works and arboriculturist advice will be sought to agree and implement sensitive working methods to protect retained trees.</p> <p>Woodlands which have not been designated as ancient woodlands have been subject to botanical assessment and their potential as ancient woodland assessed on the basis of the flora and vegetation structure identified. Areas of concern have been raised with the design team and in the first instance avoidance measures have been applied where possible. Woodland has been assessed within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) with appropriate mitigation provided for any unavoidable losses of woodland through proposed mitigation planting. Areas of mitigation planting has</p>	No

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	<ul style="list-style-type: none"> If continued access to the pipeline is required once built then there may be permanent fragmentation and isolation of ancient woodland from other nearby semi-natural habitats, including small, wooded areas, hedgerows, individual trees and wetland habitats. Noise and dust pollution impacting on ancient woodlands within close proximity of the pipeline installation area. Root damage to ancient woodland boundary trees during installation of the pipeline. The potential for trampling of sensitive ancient woodland flora and soils if access is required within any ancient woodland. <p>We would recommend that any non-ancient woodlands affected by the scheme are reviewed to ensure any areas of potentially unmapped ancient woodland are accounted for as the scheme progresses. Surveys detailing their woodland flora and fauna, alongside an assessment of historical mapping, should be undertaken to ensure impacts to all irreplaceable habitats are considered and mitigated for as part of the design process. The IPC should not grant development consent for any development that would result in its loss or deterioration unless the benefits (including need) of the development, in that location, outweigh the loss of the woodland habitat.</p>	<p>been prioritised to tie into existing woodland and green corridors, thereby enhancing the existing landscape and woodland habitat across the route.</p>	
X-85	Objection to the scheme due to negative environmental impact.	<p>The Applicant is committed to minimising damage to ancient woodland and is proposing directional drilling in these areas. The ancient tree inventory database has been checked for ancient and veteran trees and confirm the route currently avoids such trees. During the field surveys any trees assessed as veteran have been flagged to the design team and mitigation identified to minimise impacts as set out in the Landscape and Ecology Mitigation Plan (Document reference: D.6.5.5).</p> <p>The Applicant will apply a 15m buffer zone to the edges of ancient woodland. In terms of dust pollution, it is recommended that damping down of exposed earth is undertaken to control levels of dust pollution.</p> <p>Woodlands have been subject to botanical assessment and their potential as ancient woodland assessed on the basis of the floral identified. Any areas of concern will be raised with the design team and Mitigation measures have been identified to firstly avoid and otherwise mitigate any impacts to areas of concern.</p>	No
X-86	Mitigation measures needs to be put in place for ancient woodland and veteran trees. A suitable compensation strategy needs to be put in place regarding the loss or deterioration of ancient woodland and ancient or veteran trees. An assessment needs to be done and protection needs to be incorporated. We would also recommend that a review of the Trust's Ancient Tree Inventory is undertaken to identify	<p>Ancient woodland and veteran trees have been identified using Magic Maps and the Ancient Tree Inventory database. During field surveys any trees assessed as veteran have also been identified and mitigation designed to reduce impacts. The Proposed DCO Development avoids all direct loss on areas classified as ancient woodlands through the use of trenchless crossing methodologies to go under such woodlands or through requirements to avoid impacts as part of the DCO. Through ongoing design development and refinement direct impacts on veteran trees have been minimised where</p>	No

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	<p>any ancient, veteran and notable trees within proximity to the corridor boundary which may pose a constraint to the scheme. Detrimental edge effects have been shown to penetrate woodland causing changes in ancient woodland characteristics that extend up to three times the canopy height in from the forest edges. As such, it is necessary for mitigation to be considered to alleviate such impacts.</p> <p>Additional mitigation approaches include:</p> <ul style="list-style-type: none"> Retaining and enhancing natural habitats around ancient woodland to improve connectivity with the surrounding landscape. -Measures to control noise, dust and other forms of water and airborne pollution. This development should allow for a buffer zone for ancient woodland of at least 30 metres to prevent adverse impacts such as pollution and disturbance and ensure avoidance of root damage. HERAS fencing fitted with acoustic and dust screening measures should be put in place during construction to ensure that the buffer zone does not suffer from encroachment of construction vehicles/stockpiles, and to limit the effects of other indirect impacts. 	<p>practicable. All construction and operational impacts on such receptors have been assessed and reported within Chapters 9 (Biodiversity) and 12 (Landscape) (Document reference: D.6.2.9 and D.6.2.12).</p> <p>Root Protection Areas (RPA) will be afforded to retained trees. Where encroachment within RPAs is required to facilitate construction, Ecological Clerk of Works and arboriculturist advice will be sought during construction to agree and implement sensitive working methods to protect retained trees.</p> <p>Woodlands which have not been designated as ancient woodlands have been subject to botanical assessment and their potential as ancient woodland assessed on the basis of the flora and vegetation structure identified. In the first instance avoidance measures have been applied where possible. Woodland has been assessed within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) with appropriate mitigation provided for any unavoidable losses of woodland through proposed mitigation planting. Areas of mitigation planting have been prioritised to tie into existing woodland and green corridors, thereby enhancing the existing landscape and woodland habitat across the route.</p>	
X-87	Should circumstances change and a connection to the public sewerage system/potable water network is preferred we must be re-consulted on this application.	The Applicant commits to conducting all consultation required by the PA 2008 and secondary legislation.	No
X-88	The proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features.	<p>An Outline Surface Water Drainage Strategy (Document reference: D.6.5.13) has been produced in line with policy and in consultation with the Lead Local Flood Authorities (LLFA) in England and SuDS Approval Body (SAB) in Wales as part of the planning submission.</p> <p>SuDS treatment methods have been identified and optimised to satisfy the pollution control requirements stated in various policies. The implementation of the proposed SuDS features including infiltration trench, filter drain, Type C no infiltration permeable pavement, vortex separator, detention basin and naturalised channel.</p>	No
X-89	The proposed development site is crossed by a public sewer. Under the Water Industry Act 1991 X has rights of access to its apparatus at all times. No part of any building will be permitted within 3-4.75 meters on either side of the center line of the various water mains (details in full letter). Our strong recommendation is that your site layout takes into account the location of the assets crossing the site and should be referred to in any master-planning exercises or site layout plans submitted as part of any subsequent planning application. We also request an accurate location plan of the proposed pipeline so that we can assess its impacts on our infrastructure further. Further information	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a mutually acceptable crossing design and safe handover of pre-construction information to the appointed contractor.	No

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	regarding Asset Protection is provided in the attached Advice & Guidance note.		
X-90	It is noted in Table 9-3 –(Receptor, Survey Buffer and Reference to Best Practice Guidelines) that Phase One Habitat Surveys are referenced, but it should also be noted that to complete a BNG metric, UK Habs methodology will also need to be used, with surveyors making specific notes on habitat conditions in the field, to be able to populate the metric in a robust way. Also, as River and watercourses may be affected, MoRPH (Modular River Physical) qualified assessors are required to complete the Rivers tab of the metric 9.4.26 survey limitation needs further justification - outdated.	<p>Alongside the extended Phase 1 habitat surveys completed across the Newbuild Infrastructure Boundary, appropriate condition assessment data and survey information has also been recorded to allow the population of the Biodiversity Metric 3.0. Data has been converted, where required, in line with the translation tool present within BM3.0 and thereafter assessed for its accuracy with on-site conditions.</p> <p>MoPRh5 surveys have been undertaken with a minimum of 20% coverage of all watercourses both within the Order Limits and within 10m of the boundary of the Order Limits. These surveys have been undertaken by accredited surveyors. Data has subsequently been analysed within the Cartographer platform in order to generate the River Condition classification to feed into the BNG metric 3.0. In addition, accredited River Condition Assessment surveyors are completing the Rivers tabs within the BNG metric and regularly engage with the terrestrial BNG team in order to ensure a robust assessment. Please see the BNG Report for further information (Document reference: D.6.5.12).</p>	No
X-91	Table 10.1 there is no mention of traffic and transport related emissions in the construction (only the removal of waste) of the pipeline (as noted in section 10.4.7, 10.4.15 and 10.76). As transport is the second largest emission in the Cheshire West area contributions to this would be seen as significant. Can it be clarified as to why this is not in scope in table 10.1?	Table 10.1 summarises the responses to the EIA Scoping Opinion . A comment on the transport of materials and waste was not received in the Scoping Response. The transport of materials during construction and the transport of waste during decommissioning were assessed quantitatively in the PEIR (Table 10.4 and 10.8 respectively). A qualitative assessment of the transport of waste during construction was undertaken for the PEIR due to data unavailability. A quantitative assessment has been undertaken in the ES where data is available.	No
X-92	<p>Electrical assets are protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our assets. clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. There is no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 –8 Technical Specification for “overhead line clearances Issue 3 (2004). National Grid has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials etc.</p> <ul style="list-style-type: none"> Our pipelines are normally buried to a depth cover of 1.1 metres; however, actual depth and position must be confirmed on-site by trial hole investigation under the supervision of a National Grid representative. Ground cover above our pipelines should not be reduced or increased. If any excavations are planned within 3 metres of the National Grid High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are 	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.	No

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	proposed then the actual position and depth of the pipeline must be established on site in the presence of a National Grid representative.		
X-93	<p>Restrictions around electrical assets</p> <p>If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.</p> <p>Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or “pillars of support” of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation (“pillar of support”) drawings can be obtained using the contact details above. Hence, we require that no permanent / temporary structures are to be built over our cables or within the easement strip. Any such proposals should be discussed and agreed with National Grid prior to any works taking place.</p> <ul style="list-style-type: none"> Ground levels above our cables must not be altered in any way. Any alterations to the depth of our cables will subsequently alter the rating of the circuit and can compromise the reliability, efficiency and safety of our electricity network and requires consultation with National Grid prior to any such changes in both level and construction being implemented. If any excavations are planned within 3 metres of National Grid High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established onsite in the presence of a National Grid representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline. Excavation works may take place unsupervised no closer than 3 metres from the pipeline once the actual depth and position has been confirmed on site under the supervision of a National Grid representative. Similarly, excavation with handheld power tools is not permitted within 1.5 metres from our apparatus and the work is undertaken with NG supervision and guidance. 	<p>The Applicant notes these restrictions. The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.</p> <p>The proposed landscape mitigation design takes account of the “National Grid's Notes For Guidance - Tree Planting Restrictions On Pipelines” document and has been designed accordingly. Similar principles have been applied to overhead line assets, limiting proposed planting to hedgerow and shrub planting only near existing assets. No trees are proposed beneath existing overhead lines and suitable offsets have been incorporated.</p>	No

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X-94	Risk to marine environment - Please confirm how the offshore elements of the carbon system and storage are being consented and the approach to identification and mitigation of risks to the marine environment in the Mersey Estuary and Liverpool Bay. We are particularly interested to learn of the investigation into recent oil release from ENI assets and to what extent this or similar assets are being used for this project. How is the integrity of any assets being re-used to be assessed?	<p>The offshore elements of the carbon system and storage will be consented through the Carbon Storage Permit application (Energy Act 2008). Marine Licences will be also sought for consenting any associated offshore surveys and power provision.</p> <p>Identification and mitigation of risks to the marine environment, including the Mersey Estuary and Liverpool Bay SPA, will be part of an overarching offshore EIA to support the offshore consenting applications, as required as a whole project.</p> <p>The recent oil release incident happened on the Conwy 8" oil production pipeline which Eni UK acquired in July 2021 from its previous Operator. The Conwy pipeline is not part of the CO₂ transport and storage system and will be decommissioned at the end of its current use.</p> <p>Where applicable, the suitability of existing pipelines for incorporation into the CO₂ transport and storage system will be confirmed by physical inspection to confirm current condition, and engineering evaluation based on future operating conditions and required operating life.</p>	No
X-95	We also note that HMG, under DCO application, did not determine the application for the Yorkshire-Humber carbon pipeline because it was submitted separately, yet was dependent on other facilities being permitted and constructed. What guidance has been received with respect to your approach of the DCO for the carbon pipeline being progressed separately to other elements of Vertex and Cadent plans on Hynet?	<p>The HyNet CO₂ pipeline development is being submitted for examination as a separate proposed development. Further information can be found at https://infrastructure.planninginspectorate.gov.uk/projects/north-west/hynet-north-west-carbon-dioxide-pipeline/ .</p>	No
X-96	<p>Request for adherence to safe working practices around gas pipelines. Including;</p> <ul style="list-style-type: none"> Gas pipes must be located by hand digging before mechanical excavation. Once a gas pipe has been located, mechanical excavation must proceed with care. A mechanical excavator must not in any case be used within 0.5 metre of a gas pipe and greater safety distances may be advised depending on the mains maximum operating pressure (MOP). No explosives should be used within 30 metres of any gas pipe without prior consultation. Consent must be gained to carry out excavation work within 10 metres of any above ground gas installation or *Intermediate Pressure gas pipe. Consent must be gained where it is proposed to carry out piling or boring within 15 metres of any gas pipe. Access to the gas plant must be maintained at all times during on site works. 	<p>Construction activities will be undertaken in compliance with the requirements mandated by all relevant bodies All activities will be managed through a permit to work system.</p> <p>Gas pipes will be located by hand digging before mechanical excavation. Once a gas pipe has been located, mechanical excavation will proceed with care. Mechanical excavation techniques will be used within 0.5 metre of a gas pipe and greater safety distances may be implemented depending on the mains maximum operating pressure (MOP).</p> <p>No explosives should be used within 30 metres of any gas pipe without prior consultation.</p> <p>The Applicant's contractor shall adhere to safe working practices around gas pipelines in conjunction with the asset owner's relevant consenting process.</p> <p>Access to the gas plant will be maintained at all times during on site works.</p> <p>Where naked flame activities or hot work is to be carried out gas tests will be performed by a qualified gas tester prior to, during and post any hot work activity. Hot works will be controlled through the issue of a hot work permit, which will identify all existing utilities prior to releasing the permit. All hot work activities will be monitored by a fire watch. All existing utilities will be shielded/protected from any hot work activity.</p>	No

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	<ul style="list-style-type: none"> Welding or "Hot Works" When welding or other "hot works" involving naked flames are to be carried out in close proximity to gas plant and the presence of gas is suspected, the atmosphere must be checked. Even when a gas free atmosphere exists care must be taken when carrying out hot works in close proximity to the gas plant in order to ensure that no damage occurs. Particular care must be taken to avoid damage by heat or naked flame to plastic gas pipes or to the protective coating on other gas pipes. <p>Leakage from Gas Mains or Services If damage or leakage is caused or an escape of gas is smelt or suspected action should be taken at once.</p>	Should a gas leak be suspected during installation, activities will stop, and ESP Utilities will be notified immediately.	
X-97	Where heavy plants may have to cross the line of a gas pipe during construction work, the number of crossing points should be kept to a minimum. Crossing points should be clearly indicated and crossings at other places along the line of the pipe should be prevented. Where the pipe is not adequately protected by an existing road, crossing points should be suitably reinforced with sleepers, steel plates or a specially constructed reinforced concrete raft as necessary.	Where heavy plants may have to cross the line of a gas pipe during construction work the area will be adequately reinforced with sleepers, steel plates or a specially constructed reinforced concrete raft as necessary. Crossing points will be kept to a minimum.	No
X-98	<p>Restrictions around gas pipeline</p> <p>A minimum clearance of 300 millimetres (mm) should be allowed between any plant being installed and an existing gas main to facilitate repair, whether the adjacent plant is parallel to or crossing the gas pipe. No apparatus should be laid over and along the line of a gas pipe irrespective of clearance. No manhole or chambers shall be built over or around a gas pipe and no work should be carried out that results in a reduction of cover or protection over a pipe, without consultation with ESP Utilities Group.</p> <p>Damage to Coating</p> <p>Where a gas pipe is coated with special wrapping and this is damaged, even to a minor extent ESP Utilities Group must be notified so that repairs can be made to prevent future corrosion and subsequent leakage</p>	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.	No
X-99	Impact of construction - The Project must be designed and constructed and include appropriate safeguards and mitigation, so as to ensure that any negative effects on Sembcorp's operations are eliminated. In this regard, the Project's proposed route corridor for its CO ₂ pipeline is substantially wider than required which materially increases the risk of	An Outline Construction Environmental Management Plan (Outline CEMP) including a Register of Environmental Actions and Commitments (REAC) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed	No

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	adverse impacts arising. Sembcorp also has specific concerns about the impact of construction traffic and works on access to its property. As described above, Sembcorp operates an on-demand facility and requires 24/7 access to its property. Where access may be affected it is extremely important that Sembcorp is able to input into decisions relating to the phasing of the Project, including into the timing of any road closures and impacts on the strategic road network, in order to avoid disruption.	CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s). Mitigation of impacts during the construction of the DCO Proposed Development will include 'Best Practicable Means' to reduce any noise, air quality, and/or visual concerns. For example, choosing low noise equipment and optimising the location of equipment/activities, and a Dust Management Plan. The Applicant is committed to continuing to work with Sembcorp as needed throughout the HyNet Project and will be in contact during detailed construction phase planning.	
X-100	A consultee requested more information on why they have been selected as a statutory consultee.	The Applicant has identified statutory consultees as prescribed in the PA2008 and the APFP Regulations. All statutory consultees were selected on this basis and comprehensive justification is required if a consultee is not contacted.	No
X-101	<p>For construction traffic in and around pipeline crossings, the following should be applied:</p> <ul style="list-style-type: none"> Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at previously agreed locations. The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level which will be agreed on prior to installation. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required. No protective measures including the installation of concrete slab protection shall be installed over or near to the businesses pipeline without prior permission. This material, dimension and method of installation of the proposed protective measure will need to be agreed. The method of installation shall be confirmed through the submission of a formal written method statement from the contractor. Written permission is required before any works commence within the easement strip. A representative shall monitor any works within close proximity to the pipeline to comply with specification. A Deed of Consent is required for any crossing of the easement. 	<p>All access points have been identified. Temporary access tracks for the construction compounds and work-fronts will generally be set up to minimise disruption and local environmental impacts. Generally, this will take place as follows:</p> <ul style="list-style-type: none"> Strip topsoil. Install one of the following three options: <ul style="list-style-type: none"> Bare soil track (for majority of pipeline spread). Wooden bog matts (where wet soil conditions are anticipated). Compacted gravel track (where road-going vehicles or heavy traffic is anticipated, such as temporary compounds). <p>Where a lighter or lower traffic volumes are anticipated, proprietary aluminium trackway may be installed instead of removing topsoil. Tarmac or concrete-sealed surfaces are generally avoided but may be required at central compounds with very heavy traffic to prevent soil run-off onto the local road network. An additional note will be added where the pipe is not adequately protected by an existing road, the crossing points should be suitably fully protected/reinforced with sleepers, steel plates or a specially constructed reinforced concrete raft as necessary.</p> <p>The Applicant continues to seek to agree voluntary agreements for the use of land, including protective measures. Protective provisions for the protection of existing infrastructure have been included in the DCO and the Applicant continues to engage with affected owners on specific protections required for individual cases.</p>	No
X-102	<p>Cable Crossings:</p> <ul style="list-style-type: none"> Cables may cross the pipeline at a perpendicular angle to the pipeline. Clearance must be at least 600mm above or below the pipeline. 	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.	No

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	<ul style="list-style-type: none"> Impact protection slab should be laid between the cable and pipeline if cable crossing is above the pipeline. A Deed of Consent is required for any cable crossing the easement. Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and the underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres An approved cable locating device is to be used on every occasion before any surface is removed or any digging is started. It must also be used during the course of any digging work. Cable location devices provide information on the position of cables. They must not be used as the only means of cable location. Cable locating devices must be regularly checked for correct operation. All persons using cable locating devices must be adequately trained in their use and must be Competent Persons 		
X-103	An approved cable locating device is to be used on every occasion before any surface is removed or any digging is started. It must also be used during the course of any digging work. Cable location devices provide information on the position of cables. They must not be used as the only means of cable location. Cable locating devices must be regularly checked for correct operation. All persons using cable locating devices must be adequately trained in their use and must be Competent Persons. Work in the vicinity of cables must be carried out as if the cables are live and all excavation work must be personally supervised by a Competent Person. Appropriate precaution and safety equipment must be used.	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.	No
X-104	<p>Where excavation of trenches adjacent to any pipe affects its support, the pipe must be supported and must not be used as an anchor or support in any way. In some cases, it may be necessary to divert the gas pipe before work commences.</p> <p>Where a trench is excavated crossing or parallel to the line of the gas pipe, the backfill should be adequately compacted, particularly beneath the pipe, to prevent any settlement which could subsequently cause damage to the pipe.</p> <p>In special cases it may be necessary to provide permanent support to the gas pipe, before backfilling and reinstatement is carried out. Backfill material adjacent to gas plant must be selected fine material or sand,</p>	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.	No

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	containing no stones, bricks or lumps of concrete, etc., placed to a minimum depth of 150mm around the pipes and well compacted by hand. No power compaction should take place until 300 mm of selected fine fill has been suitably compacted. If the road construction is in close proximity to the top of the gas pipe, a "cushion" of selected fine material such as sand must be used to prevent the traffic shock being transmitted to the gas pipe. The road construction depth must not be reduced without permission from the local Highway Authority. No concrete or other hard material must be placed or left under or adjacent to any Cast Iron pipe as this may cause fracture of the pipe at a later date. Concrete backfill should not be used closer than 300 mm to the pipe.		
X-106	Volume and rates of discharge need to be controlled to remove risk of harming ecology/increasing water levels/impacting water quality. WFD assessment screen in for each waterbody crossing, but the Environmental Statement must also assess for HMWB mitigation measure. Additional fieldwork to confirm accuracy of assessment	<p>An Outline Surface Water Drainage Strategy (Document reference: D.6.5.13) has been produced in line with policy and in consultation with the Lead Local Flood Authorities (LLFA) in both England and SuDS Approval Body (SAB) in Wales as part of the planning submission. The drainage strategy demonstrates the sustainable management of volume and rates of surface water runoff from the development.</p> <p>SuDS treatment methods have been identified and optimised to satisfy the pollution control requirements stated in various policies. The implementation of the proposed SuDS features including infiltration trench, filter drain, Type C no infiltration permeable pavement, vortex separator, detention pond and vegetated open channel.</p> <p>WFD screening has been undertaken for all watercourse crossings within the Order Limits or where activities are in close proximity to watercourses. In addition, the WFD mitigation measures set for WFD water bodies has been requested from and provided by the EA. These mitigation measures have been reviewed and assessed as part of the WFD assessment process. For the WFD assessment, initial site walkover surveys have been undertaken. In addition, specific aquatic ecology surveys and River Condition Assessment (MoRPH5) surveys have been undertaken to provide more robust data to inform the WFD assessment process.</p>	No
X-107	During a period of covid lockdowns, when residents were isolating/working from home/church closed and church hall out of use cables were laid on the old Aston Hill & Church Lane to monitor volume of traffic! These readings would NOT give a true record of activity in this area.	The scope and timing of traffic surveys were discussed and agreed with FCC and CWCC. In order to provide some level of information in the PEIR, surveys were undertaken in September and October 2021 and March 2022; outside of the full lockdown and 'Stay at Home' instruction. In terms of the ES, this considers percentage increases in traffic over the baseline, so any impacts reported over an unusually low baseline would be higher than typical and therefore more robust.	No
X-108	Bird scoping surveys should also include Wintering and Passage surveys and therefore functionally linked land associated with the RAMSAR/SPA sites within range of the development; it is noted this is referenced in section 4.48 of the table; however, the cross-reference and linked impacts should be identified.	The Applicant can confirm that a suite of bird surveys, including Wintering and Passage surveys, have been completed at various locations in the Study Area, including the Newbuild Infrastructure Boundary and some surrounding area. The results of the bird surveys are reported within Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) . The impacts of the development and assessment of Likely Significant Effects (LSE) to species and features cited as qualifying features of	No

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		internationally designated sites, including RAMSAR/SPA sites, will be captured within a HRA for the DCO Proposed Development (Document reference: D.6.5.6).	
X-108a	Chapter 11: It is noted that the local policy requirements, paragraph 11.2.6, only refer to Local Plan (Part One) Policies (ENV3, ENV4, ENV7 and ENV9). Relevant Local Plan (Part Two) Policies including Minerals Supply and Safeguarding (M1, M2, M3 M8), Green Infrastructure, Biodiversity and Geodiversity (DM44) and, Land Contamination (DM 32) Policies should all be referred to.	The relevant local plan policies within Chapter 11 (Land and Soils) of the ES (Document reference: D.6.2.11) have been updated to include the (Part Two) policies.	No
X-108b	Table 8-6 This highlights a large number of potential direct and permanent impacts to non-designated sites within the new build boundary, but it is difficult to assess just how direct the impact will be and therefore the likely mitigation required. The list could potentially be refined by reference to mapping evidence or HER data.	Historic mapping and the Historic Environment Record data will be used to refine the list of heritage assets potentially impacted by the DCO Proposed Development for the ES. The location of the pipeline within the newbuild infrastructure boundary is not fixed but is proposed to be movable within an identified corridor to allow the most flexibility in construction. The rest of the area within the boundary is encompassed by construction compounds, AGIs and BVSs. Where possible impacts will be precisely described and assessed but given the flexibility required, a worst-case scenario approach has been taken to assess the impacts of the proposed development on the known or suspected heritage remains. We accept that this may mean that the mitigation requirements cannot be precisely tailored.	No
X-109	We advise that this information should be included in the ES given that the depth to groundwater is expected to be <3m from the ground surface. The excavation length is important in areas where there is likely to be high groundwater. The longer the excavation length, the greater the groundwater seepage influx. We therefore advise that groundwater levels are obtained and monitored along the entire route so that the need for local dewatering and hydraulic control can be determined. The DCO submission should provide details on how groundwater conditions, including the potential for some degree of saline intrusion/tidal influence, would be practically determined, e.g., the approximate spacing between investigative boreholes. The ES should include further details on the nature of the ground investigation, particularly as groundwater levels are expected to be within 3m of the ground surface for much of the site. Confirmation should be provided on whether the proposed pipeline or sections of the pipeline are within both a tidal influence and area of saline intrusion. If so, the ES should provide details of the implications of this, if any, for both the construction and operational phases.	<p>Descriptions of groundwater levels across the DCO Proposed Development have been included in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18), as this is a necessary consideration for determining likely groundwater inflows to excavations. In terms of tidal influence, this has been included in Chapter 18 (the information has come from the groundwater level monitoring data). Saline intrusion would seem to be a possibility in two locations on the pipeline route, at the River Dee crossing and near the far eastern end at Stanlow, however it is more likely to be slightly brackish than saline (based on BGS Hydrogeology Map conductivity indicators). Where applicable, likely impacts of brackish water and associated mitigation have been included in Chapter 18. Additionally, the dewatering design will address risks of increasing saline intrusion through groundwater abstraction. The ES highlights the areas of concern with specific actions for the Construction Environmental Management Plan (CEMP) (Document reference: D.6.5.4).</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) including a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	No
X-110	The ES should clarify whether temporary bentonite slurry lagoons may be required for the construction/installation of auger bore and HDD pipeline sections. If so, we advise that further details should be	We do not intend to use temporary bentonite slurry lagoons. There will be an entry pit/shaft dependent on methodology. The bentonite slurry used for excavation will go through the separation tanks to	No

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	provided on these temporary features and how they would be managed, notably at water crossing points.	remove fines etc. and will then be reused/recycled during the drilling operation. At no time will there be bentonite slurry lagoons.	
X-111	Protected species: Surveys should comply with current best practices if not details on why should be included in the ES. If protected species are found during the surveys, information should be provided identifying the species-specific impacts in the short, medium, and long-term together with any mitigation and compensation measures proposed to offset the impacts identified. Need long-term security of these species, monitoring and management responsibility paid by the company. Where a European Protected Species is identified and the development proposal is predicted to likely contravene the legal protection they are afforded, a licence should be sought from NRW	The Applicant is completing a suite of protected and/or notable species surveys utilising best practice guidelines and methodologies. All methods and guidelines have been referenced accordingly in Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) . Where deviations from best/standard practice have taken place during the assessment these are clearly documented within the ES with justification provided. Receptors have been assessed individually against potential impacts as a result of the DCO Proposed Development across construction, operation and decommissioning, in essence short-, medium-, and long-term scenarios. Where required, mitigation and/or compensation are detailed within the ES specific to receptors requiring such in order to safeguard species/features. Protected species licenses will be applied for where required to facilitate the construction of the DCO Proposed Development.	No
X-112	ES should provide further details on CO ₂ gas leakage risks and impacts as the pipeline will be operating at a pressure ranging from 33-30 bar	Details of gas leakage risk and safety, including the leak protection system have been included in Chapter 3 (Description of the DCO Proposed Development) of the ES (Document reference: D.6.2.3)	No
X-113	It should be noted that for air quality, sites/developments which have only recently begun operation may not be included in the most recent background monitoring. The Cumulative Impact Assessment should also consider relevant projects that are at the planning stage	<p>The potential for cumulative impacts was assessed in Chapter 19 of the PEIR. No potential for cumulative impacts was identified. The assessment presented throughout this chapter investigated cumulative impacts, including developments that had only been partially enacted or enacted since the latest available background monitoring data.</p> <p>The latest air quality background monitoring is used for the assessment within Chapter 6 (Air Quality) of the ES (Document reference: D.6.2.6) as per the EPUK/IAQM Planning Guidance.</p> <p>The long list for developments to be included within the cumulative impact assessment has been prepared with the opportunity for inputs from relevant stakeholders including the local planning authorities at CWCC and FCC to ensure all projects in the planning stages were considered. More details are provided within Chapter 19 (Combined and Cumulative Effects) of the ES (Document reference: D.6.2.19).</p>	No
X-114	From a fisheries perspective, we are satisfied with the conclusions provided that all mitigation measures are thoroughly implemented and clearly outlined in the CEMP. Based on previous meetings with the applicant we are also satisfied with the approach to fisheries surveys that have taken place / will take place.	This comment has been noted by the Applicant.	No
X-115	Figure 3-3 Concerned that temporary compounds and equipment yards located adjacent to the Hawarden Embankment (approximate grid reference: SJ 35015 66852) could affect our ability to access the Hawarden Embankment to undertake maintenance activities. This is a key flood defence structure, so 24-hour access to the embankment,	The Applicant will ensure that the compound will be located such that access to the embankment and outfall is not compromised and that a separation of at least 8m is maintained. The compound is to enable the completion of trenchless crossing works for the River Dee. The Applicant will ensure that the construction works do not exclude emergency and maintenance access along the Harwarden Embankment.	No

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	and Beeches Drain outfall (just upstream of the proposed compound) will need to be provided. Further details should be provided in the DCO submission to confirm the exact location of the compound and to confirm that the current access route will not be affected (through the closure of this route or any fencing/structures within vicinity of the compound), as this is the only means of accessing this section of the embankment and Beeches Drain. Confirmation of what this compound area would be used for should also be provided, as it needs to be ensured that any activities do not affect the integrity of the flood defence. We note that the proposed works area on the opposite bank could also affect our ability to access the Northern Embankment via our existing access route adjacent to Deeside House. Confirmation is therefore also needed that our access to the Northern Embankment will not be affected during the construction phase. We advise that any compounds or equipment yards should be sited 8 metres away from the bank top of any main rivers, to minimise impacts on access arrangements. If this is not possible, further details relating to the location of any equipment yards or localised compounds within 8 metres of a main river will need to be provided, so that we can assess whether our access is likely to be affected.		
X-116	Appendix 6-2 Table 1 presents the venting volumes and rates used in the modelling with an assumed ventilation time of 6 hours. For the DCO submission, we advise that this should be representative of actual operations.	For the DCO submission, venting volume and rates assumptions will be further refined to reflect the progressed venting design configuration, maintaining a precautionary approach where required.	No
X-117	The FCA should also outline whether any proposed stockpiling of material/waste would be needed within the floodplain during the construction phase, and if so, what the impact of this would be on flood risk elsewhere. Stockpiles should be located outside of any flood zones. Mitigation measures for the management of flood risk during the construction phase must be provided.	<p>The Flood Consequences Assessment (FCA) (Document reference: D.6.3.18.5) relates to the operational/permanent works only. Construction issues have been assessed in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) and the Construction Environmental Management Plan (CEMP). An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>Storage of materials would mostly be within the centralised compounds which are located outside the fluvial floodplain. It is set out in the REAC that the arrangement of the compounds allows for surface water flow routes is to be maintained.</p>	No

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X-118	Paragraph 18.8.9 The FCA should provide further details on how much floodplain storage would be lost to above ground development within the tidal floodplain, which would then inform whether further assessment is needed.	No development within the undefended tidal floodplain is proposed. Irrespective, even in the absence of flood defences, losses of floodplain in a tidal environment would be negligible as levels are controlled by the sea. The EA has agreed that there is no requirement for compensatory flood storage for development either in areas located behind flood defenses or in locations at risk of tidal flooding only.	No
X-119	<p>Wepre AGI- the FCA should assess the flood risk posed to this feature and ensure that suitable mitigation measures can be implemented to protect the pipe. This assessment should be supported by detailed hydraulic modelling to derive flood levels. The pipe could be subject to damage from loading during high flows and by debris being transported in the channel. We advise the pipe should be designed so that it is raised sufficiently above flood levels (above the 1% AEP event with an allowance for climate change) and does not reduce flow/impede floodwaters in the channel.</p> <p>We note that the primary flood risk areas affected will be the tidal Dee floodplain and the numerous fluvial watercourses within the Dee corridor.</p>	The Wepre Brook crossing will now be underground and therefore will not require hydraulic modelling. The flood risk impact is considered during construction phase only. The flood risk impacts associated with the Wepre Brook and Dee crossings are assessed the same as the other watercourse crossings in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) .	No
X-120	<p>We would expect the FCA to include a detailed assessment of flood risk posed to any above ground elements of the scheme, and it should be demonstrated that any above ground development complies with the requirements of TAN 15, including the requirement for these to be designed to be flood-free in the relevant design event; this being:</p> <ul style="list-style-type: none"> • The 0.5% AEP event with an allowance for climate change for tidal flood risk, and; • The 1% AEP event with an allowance for climate change for fluvial flood risk, including a breach (failure of defences) where appropriate. 	The FCA provides a detailed assessment of every element of the DCO Proposed Development, and the flood risk posed to each Block Valve and Above Ground location. The FCA will comply with TAN15.	No
X-121	Horizontal directional drilling (2m or greater depth) would be preferable to open trenching for the crossing of all scoped-in WFD Waterbodies. If this is not feasible, a detailed method statement for open trenching should be submitted with the relevant permit applications/DCO submission, describing what measures will be adopted to prevent and mitigate any silt pollution. We advise that Table 18-7 should specify the WFD classification used The North Wales Coastal waterbody is not currently listed in Table 18-7. As mentioned in the Scoping report and noted by the applicant in Table 18-1, Bathing Water Protected Areas	The use of HDD or similar trenchless method has been suggested for many watercourse crossings to eliminate potential impacts to the water environment. The Applicant will provide a method statement where open trenching is proposed, and relevant permits would be applied for prior to construction. In addition, risk of pollution from sediment would be managed by following best practice sediment management during the construction phase and detailed in the Construction Environmental Management Plan (CEMP). An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES.	No

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	and Shellfish Water Protected Areas should also be considered in the WFD compliance assessment.	The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s). The north Wales coastal water body is included within the WFD assessment (Document reference: D.6.3.18.3) . In addition, Bathing Water Protected Areas and Shellfish Water Protected Areas are also considered within the WFD compliance assessment.	
X-122	Sediment Management plan - we welcome the opportunity to review and we will welcome the opportunity to review the Register of Actions and Commitments and CEMP when these are submitted as part of the DCO application, to ensure that adequate relevant pollution prevention measures are in place at each watercourse crossing location during the construction phase.	An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).	No
X-123	The PEIR appears to address the main flood risk issues, but it should be ensured that any mitigation measures referred to are also included in the Flood Consequences Assessment (FCA).	Mitigations measures have also been referred to in the FCA.	No
X-124	There does not appear to be any reference to the potential for Private Water Supplies (PWS) to be present within the near vicinity of the proposed pipeline route; some may not be registered with the Local Authority. Clarification should be provided on whether the potential for PWS will be / has been assessed through, for example, local site surveys of properties e.g., farms.	Information on private abstractions was received from FCC on the 23 May 2022 and CWCC on the 19 May 2022. Both provided information on private groundwater abstractions within 3 km of the Proposed Development. Details have been presented in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) .	No
X-125	Need to reference potential need for post-construction monitoring in the ES	The need for post-construction monitoring is considered within the ES. Chapter 3 (Description of the DCO Proposed Development) of the ES (Document reference: D.6.2.3) expands on the operation and maintenance procedures proposed post-construction. Pre-commissioning activities will be carried out to ensure the pipeline is cleared of any construction debris and is free of any deformations and obstructions. Hydrostatic testing will also be undertaken. Once the DCO Proposed Development is operational, a programme of pipeline and Above Ground Installation inspections and maintenance would be undertaken in accordance with best practice and regulatory requirements. This would include a variety of inspection surveys. In accordance with EIA Regulations and EIA industry guidance, the EIA will consider ongoing environmental monitoring requirements. Where any are considered relevant, these have been reported in the ES and the commitment and responsibility is included in the REAC.	No
S1-01, S2-06, S4-07	Access needs to be maintained to ensure that land is not severed. As much farming land must be left whole, intact and farmable. Mitigation measures need to be put in place such as crossing points to severed land along the length of the working area to ensure that severed land	The Applicant agrees to try and maintain access to severed land in the appropriate manner (e.g. sequencing of activities, provision of crossings). The Applicant will seek to arrange meetings with landowners and aim to agree access on a case-by-case basis based on the needs and requirements of all parties at the time.	No

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	can continue to be farmed. Any loss will need to be compensated - construction access concern. Mitigation also needed around AGIs to limit impact to residents.		
S1-02	Alert of pipeline being in close proximity to high-pressure petroleum pipeline system.	The presence of existing utilities and their asset protection requirements have been considered in pipeline routing and constructability assessments. Ongoing consultation with third party asset owners shall continue throughout the DCO process to ensure a safe handover of pre-construction information to the appointed contractor.	No
S1-03	Support for route and placement of BVS due to minimised environmental impact and disruption to residents.	The Applicant acknowledges the comment.	No
S1-04	Compensation will be requested from farmers including a reduced land leading to Nitrate vulnerable zone leading to the farmer needing to acquire land and also farmers needing to purchase feed due to loss of grazing land.	All compensation claims will be considered and will be subject to the provision of satisfactory documentary evidence and appropriate mitigation of any potential losses.	No
S1-05	The route should not come across A41 from Backford to Lea by Beckford.	<p>The CO₂ pipeline route has been selected following a detailed appraisal of initial strategic corridors, followed by an assessment of route options within those corridors and variations to those options following each round of consultation.</p> <p>Due to its length and the nature of the project, the pipeline will need to cross a number of complex areas including roads and railways. To reduce disruption to road users of the A41, the Applicant will use a trenchless installation technique to install the pipeline.</p>	No
S1-06	Location of the compound has an impact on the businesses in the area - pipeline will impact Solar PV farm. Land impacted has high potential for commercial warehousing and renewable energy project development. Need to minimise disruption. The presence of the pipeline, particularly area sterilised by easement, will have a major impact on the viability of these projects and, should terms be agreed with developers, HyNet will be liable for any compensation arising from the cancellations of such schemes due to the presence of pipeline.	The Applicant continues to seek to agree voluntary agreements for the use of land, including the permanent easement. Those agreements will include commercial terms. Where agreements cannot be reached and compulsory powers are granted, the compensation code will apply.	No
S1-07	PRoW in Elton Green - footpath temporarily closed during works, diversion recommended south of the compound	The diversion of Elton FP3 is no longer required around Stanlow Central Compound as the compound boundary was amended as part of DF3. Elton FP5 will be temporarily diverted south of the trenchless compound.	No
S1-08	Ince AGI to Stanlow AGI falls within Peel/Protos land. Further conversations needed to discuss and agree location.	The Applicant has been undertaking further conversations with the consultee during the application process. Discussions have been progressed through the Peel NRE – Protos Development Director.	No
S1-09	Access road conflict on Grinsome Road to Ince AGI- It is suggested an alternative means of access should be progressed: the access road	Discussions have been progressed through the Peel NRE - Protos Development Director.	No

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	<p>should continue down Grinsome Road towards CF Fertilisers, past Protos Plots 11, 12 and the substation, over the railway line level crossing, and then create a new spur off the road southwards to access the land for the AGI and pipeline. Not only will this access route avoid conflicting with developments at Protos, but it will utilise simpler crossings over existing and proposed railway tracks and ditches.</p> <p>PERFL has rights of access to our facility via Grinsome Road and the planning permission for our development allows up to 111 HGV movements into the facility per day. Since there is no alternate route of access to our facility other than via Grinsome Road, this access will need to be maintained at all times including for HGVs;</p>	<p>It is recognised that the proposed future Protos developments may require alterations to the specific location of road access to the parcel of land containing Ince AGI. So long as continued road access to the AGI is made available by Peel, there are no objections in principle to the route changing as and when Protos development commences in these areas.</p>	
S1-10	<p>AGI and pipeline need to take into account the consented location of the railway. Future expansion of Protos could include expansion of this rail line and a new rail hub. Further conversations needed.</p>	<p>Discussions have been progressed through the Peel NRE - Protos Development Director, and have deconflicted with known 'Phase 4' developments, including the proposed railhead.</p>	No
S1-11	<p>Ince and Stanlow AGIs in proximity to heritage assets and conservation areas - care needed towards any negative effects from construction/excavation on the setting as this is of great importance. E.g. permanent lighting, archaeological remains.</p>	<p>The impacts to heritage assets and conservation areas within proximity to the DCO Proposed Development have been fully assessed in line with professional guidance and judgement and are reported in Chapter 8 (Cultural Heritage) of the ES (Document reference: D.6.2.8). A mitigation strategy will be determined through consultation with the Local Planning Authority's heritage advisors if impacts cannot be avoided.</p>	No
S1-12	<p>Please clarify how the works will be carried out in a way which does not interrupt the operation of the private railway line. Please confirm that all works will be carried out below-ground.</p> <p>Please clarify how the pipeline will be constructed in a way that will ensure the structural integrity of the land beneath the railway and thereby secure the safe operation of the said railway.</p>	<p>The railway crossing will be bored by a competent experienced tunnelling contractor at a depth that eliminates any potential impact on the track or structural integrity of the land beneath.</p> <p>The detailed design and construction methodology will be developed by an appointed competent contractor in coordination with the rail operator.</p> <p>Any works requiring access to this section of rail, (such as for existing rail dilapidation survey or placing of remote survey monitoring point) will be coordinated with Network Rail as to not impact ongoing operations.</p> <p>Trenchless rail crossings will be bored at a predetermined safe distance under existing rail structures to ensure any potential construction impact is eliminated.</p> <p>Constant structural deformation monitoring equipment will be in place and monitored for the duration of local construction activities.</p> <p>It is proposed that the technical assurance process followed for the design and installation of this private railway crossing will mirror the principles used for the adjacent Network Rail crossing.</p> <p>Noting that Network Rail are not party to this private rail crossing, they will not provide third party technical assurance for a private rail operator. If Network Rail have an equivalent technical assurance process or appointed technical authority, these details should be made known to ENI at the earliest opportunity.</p>	No

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S1-13	Working area to be kept to the southern field boundaries to allow the northern areas of the fields to continue to be farmed	Construction works will be arranged and managed to maintain landowner farming access. The appointed contractor/s will seek to liaise with the landowner prior to commencement of construction to engage on proposed working areas and try to agree crossing points for cattle.	No
S1-14	Medieval moated site at Elton is a statutorily-protected Scheduled Monument (SM1012122). It must be emphasised that the site's designated status means that it is by definition of National Significance and that every effort should be made to design the development in such a way that the need for scheduled monument consent is avoided. If this is not thought to be possible, consultation with Historic England will be required in order to discuss the matter further. Suggestion for pipeline from Ince via Stanlow to Cryers Lane to avoid scheduled monument altogether, to avoid direct physical impact. One concern raised with Table 8-6 of the PIER is the potential impacts of the proposed on the moated site, Fishpond and Connecting Channel at Elton (scheduled monument). The summary of the potential impacts on this site list the asset as being of high significance with direct permanent impacts during excavation having a major adverse effect. While it is noted that Scheduled Monument Consent would need to be sought, involving consultation with Historic England, it would be ideal if the need for such consents could be avoided to protect the significance of the site through the redirection of the proposed pipeline.	The Order Limits and the proposed line of the pipeline, as well as the boundaries of the proposed construction compounds, have been altered to avoid direct impact to the Scheduled Monument and any known or suspected associated remains. Scheduled Monument consent will not be required. Direct consultation with Historic England regarding this asset is not required given Scheduled Monument consent will not be required as a result of the design changes. We will be consulting with Historic England in general regarding setting impacts across the DCO Proposed Development.	Yes
S1-15	It is noted that the proposed location of Ince AGI is in close proximity to one of the transmission towers associated with the SPEN 132kV distribution network overhead cables and that the proposed route of the pipeline will cross under these cables. Since the Protos ERF will rely on this circuit for the export of generated power we are keen to ensure that the operation of SPENs distribution network will not be disrupted during construction and maintenance of the pipeline	There is no requirement or suggestion for the proposed pipeline development to disrupt the SPEN 132kV network operation.	No
S1-16	Should PERFL intend to capture its CO ₂ for transport and storage by LBCCS/HyNet, then we anticipate that the most convenient point at which to connect to the LBCCS/HyNet pipeline(s) will be the Ince AGI and we would welcome further consultation on this matter.	Discussions are underway with potential CO ₂ capture locations on the Protos site and will continue following the announcement of Cluster Sequencing Phase 2 outcome.	No
S1-17	West compound will be in view of the kitchen window of the farmhouse - major detrimental impact on quality of life due to increased noise, dust and light pollution. Request location of compound to be moved further east towards the service station or combines with the second	Further design development and consideration of consultee responses has resulted in the consolidation of the previously identified two Centralised Compounds near Stanlow to a single Centralised Compound in an improved location off Cryers Lane. Furthermore, the design would seek to prioritise the use of the southern area of the Stanlow Centralised Compound, with the area in the northern field parcel included as a reserve, if required.	No

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	compound and moved closer to Fortonly Moor, where it could better support construction of the Stanlow AGI.	<p>The outcome of the air quality assessment is reported in Chapter 6 (Air Quality) of the ES (Document reference: D.6.2.6). It concludes that that there will be no significant effects during the construction phase with appropriate mitigation measures applied.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s). This establishes a framework to monitor and manage potential impacts during the construction process. Further information can be found in the aforementioned Chapter 6 and Chapter 15 (Noise and Vibration) of the ES (Document reference: D.6.2.15).</p> <p>Lighting of compounds outside working hours is proposed to be minimal. Minimising the impact of lighting on local sensitive receptors including bat and owl roosts or nests and watercourses by minimising light spill, using movement triggers within the construction compounds, avoiding bat foraging and commuting routes, implementing variable light routines, and avoiding blue-white short wavelengths and high UV content shall be accounted for in contractor sight lighting proposals. These proposals will be developed as part of the Outline CEMP (Document reference: D.6.5.4) and will be approved by the Local Planning Authorities.</p>	
S1-18	Objection - in current layout there are at least five important ecological features located within the red line boundary of which some will be unavoidable. As previously stated, our preferred route corridor for the connection from Stanlow to Ince would not impact on the Frodsham, Helsby and Ince Marshes LWS or the CFGM and deep peat reserves associated with this site. Instead it would be possible to follow the existing access road from the Stanlow Site at Oil Sites Road to the Protos site, thereby only impacting the tarmac sealed surface of negligible ecological value. Passing through Frodsham Helsby & Ince Marshes LWS and Gowy Meadows and Ditches LWS and River Gowy, the route crosses non-designated small ditches and marshland, the collective impact on which should be taken into account.	<p>The Applicant has carried out a detailed route appraisal to identify the best route from an engineering, environmental, land, planning and cost perspective. An initial assessment was carried out to identify the most appropriate strategic corridor. As part of the design work, the complexity and safety of building the pipeline needs to be considered. The use of existing infrastructure corridors (instead of a new pipeline) presents a number of constraints such as buried infrastructure (utilities and high voltage cables). This restricts possible routes due to clearance distances required and increases construction risk.</p> <p>Whilst the current route passes through Local Wildlife Sites and non-designated ditches and marshland, these will be subject to appropriate mitigation. Whilst in the short term temporary and localised impacts may occur, best practice construction and pollution prevention measures will be implemented during construction of the DCO Proposed Development. Opportunities to reduce possible impacts to receptors have also been considered, for example through the use of trenchless crossing techniques.</p> <p>A Peat Management Plan has been produced which provides details on the proposed measures and approach to minimise the impact on the deep peat reserves.</p> <p>Such impacts and mitigation are reported in Chapter 9 (Biodiversity) and Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.9 and D.6.2.18). They will also be managed through a Construction Environmental Management Plan and where required appropriate</p>	No

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		permits, licenses and consents. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).	
S1-19	Flooding - installations are located wholly within EA Flood Zone 3, which has the highest probability of flooding. Mitigation measures will need to be considered to reduce the risk of flooding from and to the proposals. 3.23 In addition, any flood risk measures proposed should align with the flood mitigation system that has been implemented for Protos and the wider drainage system of the surrounding ditches and watercourses. Further conversations should be held with Peel NRE.	A Flood Risk Assessment (FRA) in England and a Flood Consequence Assessment (FCA) in Wales (Document reference: D.6.3.18.4 and D.6.3.18.5) have been produced to support the DCO application for the DCO Proposed Development. They investigate the potential sources of flooding and introduce appropriate mitigation measures as have been developed in discussion with the Lead Local Flood Authority, and the Environment Agency. The Applicant has been in contact with Peel NRE and discussed current drainage arrangement and flood risk in the Ince marshes area to ensure the proposals take those into account.	No
S1-20	Section 1 of the HyNet CO ₂ pipeline and associated installations are located in close proximity to the Mersey Estuary, which is designated as a Ramsar Site, Site of Special Scientific Interest (SSSI), and Special Protection Area (SPA). In addition, ecological surveys undertaken at Protos evidence the presence of Water Voles within a number of the ditches. The proximity of the HyNet CO ₂ pipeline Section 1 to these designated sites could trigger the requirement for a Habitat Regulation Assessment to be undertaken.	The Applicant can confirm that a HRA (Document reference: D.6.5.6) has been completed for the Proposed Development which will assess potential for Likely Significant Effects upon international sites and their qualifying features. The Applicant is aware of the presence and historical records of water vole within and beyond the Newbuild Infrastructure Boundary, for which targeted surveys have been completed on watercourses assessed suitable to support the species.	No
S1-21	Section 1 of the HyNet CO ₂ pipeline and associated installations are located within the inner zone of a tier 1 COMAH. Specific procedures will need to be followed to protect the health and safety of those on site in accordance with guidance from the Health and Safety Executive (HSE).	The development, construction, and operation of the facilities to be located within the existing COMAH site, including pipeline sections, will be undertaken under the management systems and controls in place as part of the site's existing COMAH arrangements. Additional safety assessments will be undertaken, and interface arrangements put in place to control all activities, evaluate interactions and ensure the associated risks remain effectively managed during both construction and operational phases, in compliance with COMAH regulations.	No
S1-22	There are a number of agricultural tenants and right of access agreements in place across the land proposed for the HyNet CO ₂ pipeline and associated installations. These will need to be taken into consideration as the project moves forward. Further conversations should be held with Peel NRE.	Voluntary survey licenses have already been negotiated and signed by all agricultural tenants affected by the proposed pipeline. The Applicant will continue to keep all tenants up to date with the pipeline programme of works and will work with them positively throughout the remainder of the project. Further engagement will be undertaken with Peel NRE regarding these matters as the project progresses.	No
S2-01	Shropshire Union Canal south construct pipeline above ground to not affect foundations of the railway line and viaduct.	The pipeline cannot be located above ground for operational reasons. The crossing location of the railway is not at or around the viaduct and so will not be affecting the viaduct construction or foundations. The crossing location is further to the north and the crossing will be constructed in accordance with Network Rail standards and procedures.	No

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S2-02	Land is used for the grazing of livestock, particularly sheep. We request that the working area be kept to the southern field boundaries to allow the northern areas of the fields to continue to be farmed.	Construction works will be managed so as to maximise landowner farming access wherever practicable. The appointed contractor(s) will liaise with the landowner before the start of construction to minimise impact as far as practicable. In situations where the Applicant cannot maintain farming access then compensation will be agreed for loss of grazing.	No
S2-03	Opportunity to improve utilities - the region of Backford wanted to improve high-speed broadband.	The HyNet project is focused on the development of low carbon pipeline infrastructure (for CO ₂ and low carbon hydrogen). Regrettably the Applicant is not in a position to improve the provision of other utilities, such as Broadband.	No
S2-04	Concern over noise pollution produced by Rock Bank Valve Station. Don't want project to go ahead due to disturbance and impact on the environment	A noise assessment has been undertaken in accordance with BS4142:2014. Chapter 15 (Noise and Vibration) of the ES (Document reference: D.6.2.15) includes a summary of the methodology and results of the assessment, including a description of mitigation measures to limit disturbance and impact on the environment.	No
S2-05	Support for route and placement of BVS due to minimised environmental impact and disruption to residents	The Applicant notes and appreciates the positive feedback.	No
S2-07	PRoW: Picton Lane construction compound concern - footpaths prone to water logging. Activity will have a detrimental impact on footpath conditions.	The temporary construction compounds will be served by a temporary drainage system where runoff will be controlled and discharged to a suitable location, minimising impact on footpaths.	No
S2-08	Objection - in current layout there are at least seven important ecological features located within the red line boundary of which some will be unavoidable. As previously stated, our preferred route for this section would not impact on the Gowy Meadows and Ditches LWS or the CFGM or deep peats associated with this site. Our preferred route for this section would avoid Gowy Meadows by passing south of the LWS via Gowy Landfill, to the North of (and avoiding impacts to) Gowy Woodland Park. This option would minimise impacts on the priority habitats associated with Gowy Meadows and Ditches LWS. On the assumption that impacts to the Shropshire Union Canal (main line) LWS can be avoided via HDD or alternative construction techniques, we would prefer the South alternative route is progressed as this route appears to cross fewer minor watercourses and avoids two parcels of woodland in the area.	<p>The Applicant has assessed potential constraints along corridors including locations of a variety of site designations, including Local Wildlife Sites. Whilst ecological constraints have been taken into consideration as part of the corridor appraisal process, other disciplines and factors have influenced the corridors presented. Opportunities to firstly avoid sensitive ecological features/locations have been taken, however, where it is necessary and where impacts may occur, mitigation will be provided to ameliorate any impacts arising. Thereafter, compensation may also be required to offset any impacts. The Applicant can confirm that it is the intention to span the Shropshire Union Canal via a trenchless construction method. This is included in design in the DCO Application.</p> <p>Impacts and mitigation are reported in Chapter 9 (Biodiversity) and Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.9 and D.6.2.18). They will also be managed through a Construction Environmental Management Plan and where required appropriate permits, licenses and consents. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	No

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S2-09	Canal is enclosed by a hedgeline on the towpath side, whilst the offside bank is open grassland. Overhead electricity pylons cross the canal here as well. Given that the crossing of the canal would be underground and carried out via a Horizontal drilling technique the towpath hedgeline should not be impacted.	The Applicant can confirm that a trenchless crossing construction method is proposed for the Shropshire Union Canal, minimising the impact on the Canal and the hedge line.	No
S2-10	Equipment yard in relatively close proximity to the towpath side of the canal- should be sited as far from the canal as reasonably practicable to still be able to facilitate the works. It would be important that canal protection measures are put in place to protect the canal from the works and this equipment yard and that the storage of fuel, chemicals etc sited as far from the canal as possible and safely to prevent any pollution incidents to the canal. This route option also brings the pipe corridor close to the canal at a second point where we have two culverts recorded and also the Backford Flood Weir which passes water into Backford Brook.	<p>The current proposed option has been amended and now sites the compound further away from the canal. The ES notes the canal as a receptor in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18) and has been appropriately assessed to understand the potential impacts.</p> <p>Measures to ensure that run-off quantity and quality from any construction activities will be controlled through the Construction Environmental Management Plan. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) has been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>Best practice and pollution prevention measures will be in committed in line with industry guidance. All pollution control measures will be employed to ensure safe working and operations such as fuel being stored in a bunded area, in the unlikely event of a spillage, 'spill kits' will be available to address.</p>	Yes
S2-11	Watercourses which the culverts and flood weir feed into includes Backford Brook which is managed by the Environment Agency. These could be at risk of siltation during any land clearance and construction works associated with the pipeline. The culverts flow north to south to discharge on the towpath side of the canal and as such any silt from the works on the offside could block the culverts under the canal, which would be of concern to the Trust and measures will need to be taken to prevent this.	<p>Appropriate silt management will be implemented as part of the Construction Environmental Management Plan (CEMP) to prevent where possible and control the risk of sediment release into the channel. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.4) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>The CEMP will include appropriate turbidity monitoring and action plan to control the risk of silt release. Following construction, the watercourse and riparian zone would be reinstated along with retention of large wood on site where practicable as part of the reinstatement of riparian vegetation and channel dynamics.</p>	No
S2-12	Construction work in close proximity to the waterway infrastructure could potentially adversely affect the structural integrity of the waterway. It is therefore essential that the structural integrity of the	The Applicant plans to cross the canal once, and initial communications have been made with the Canal and Rivers Trust. Any design will be confirmed with the Canal & Rivers Trust to ensure it meets the design requirements for a safe crossing at a safe and suitable agreed depth.	No

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	canal is not put at risk as part of any of the works, including excavation, earthmoving, drilling, boring, vibrations or the tracking of plant and machinery which could, in the worst-case scenario result in the failure of the canal.	The crossing of the canal will be by a trenchless crossing construction method, thus avoiding the need for works in close proximity to the canal. Appropriate distance would be maintained from the canal infrastructure and with installation at sufficient depth beneath the canal infrastructure to avoid risk of adverse impacts to the integrity of the canal.	
S2-13	Due to the size of the pipe, it will probably be installed at a shallow gradient so the launch and reception pits for the horizontal directional drill (HDD) will likely need to be some distance from the canal, which would reduce the risk of contamination from site compounds.	<p>All crossings that will be implemented across the project will have strict contamination controls in place with all the contamination prevention control measures in place for both trenched sections and trenchless sections.</p> <p>The entrance/exit pits will be sited to be an appropriate distance from the canal itself for both technical and environmental reasons. The associated compounds will also be appropriately sited. Any potential residual impacts will be controlled through the Construction Environmental Management Plan. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.4) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s). This will contain details on pollution prevention procedures, based on best practice industry guidance.</p>	No
S2-14	Existing asset present that could be impacted by the pipeline proposals. It comprises a 15m high monopole electronic communications installation and associated equipment at Collinge Farm field next to the A41 highway by Backford Bridge, Backford CH2 4BH. It will be necessary to establish whether our asset needs to be relocated to allow the proposed pipeline works to take place. If our asset does not need to be relocated then assessment will be required to establish any potential impact on our asset.	The pipeline will be installed using a trenchless technique to ensure that there is no disruption to traffic on the A41. With the current pipeline routing there is expected to be sufficient space for installation of the pipeline without the requirement to relocate the mast (the centreline runs approximately 14m from the mast foundation whilst the anticipated likely location of the reception pit associated with the works is 22m away). The Applicant will work with Cellnex to assess whether there is any potential impact on the asset including any potential settlement impact on the mast foundations.	No
S2-15	The route passes very close to Collinge Wood LWS and so there should be a stand-off in terms of direct and indirect impacts.	The Applicant has undertaken an assessment of the likely environmental effects from the DCO Proposed Development on ecological receptors, that are reported in Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9). The Applicant will be implementing mitigation to prevent direct and indirect impacts to features which will include exclusion zones around relevant features, however, it is currently anticipated that works will not directly impact Collinge Wood LWS and measures will be implemented to avoid indirect effects to the site.	No
S3-01	Chester and Birkenhead Railway Line South - under viaduct area but overland to prevent any disturbance to foundations	The southern route is the Applicant's preferred option. The pipeline cannot be located above ground for operational reasons. The crossing location of the railway is not at or around the viaduct and so will not be affecting the viaduct construction or foundations. The crossing location is further to the north and the crossing will be constructed in accordance with Network Rail standards and procedures.	No

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S3-02	Mollington Grove Road and Townfield Lane - Impact on houses and schools	Impacts on schools, private property and housing are assessed in further detail in the ES in Chapter 6 (Air Quality), Chapter 15 (Noise and Vibration) and Chapter 16 (Population and Health) (Document reference: D.6.2.6), Chapter 15 (Noise and Vibration) (Document reference: D.6.2.15), and Chapter 16 (Population and Health) (document reference D.6.2.16).	No
S3-03	Section 3 - Why was a route through residential areas & open farmland selected	The Applicant undertook non-statutory consultation on the CO ₂ pipeline route in summer 2021. Following this, ongoing technical studies and a further design review have been undertaken. At this time, a trunk water main, which was not included in the initial set of asset data records requested, was identified. The additional, more southerly route option near Station Road at Lea-by-Backford was identified as a result of this new information being received. The construction complexity of the water main and railway crossings is simpler for the southerly route in this location. The two options were presented as part of the statutory consultation, and the preferred route selected following an assessment of both routes taking account of the comments received.	No
S3-04	Not clear on the economic benefit in Saughall and Mollington	<p>The Applicant is unable to quantify the specific economic benefit to Saughall and Mollington at this stage. The project provides economic benefit to the wider region of North West England and North Wales in three main ways:</p> <ul style="list-style-type: none"> • It provides construction and ongoing operational jobs associated with the development of new infrastructure. • It enables existing companies operating highly carbon intensive processes to transition to a low carbon future, therefore ensuring the retention of high-quality manufacturing jobs. • It attracts new investment into new industries in the region that wish to make use of the HyNet infrastructure, therefore bringing new jobs to the region. <p>The North West boasts the largest concentration of advanced manufacturing and chemical production in the UK and is home to a concentration of energy intensive users. As the UK responds to the global climate emergency, the North West region must take urgent action to decarbonise whilst retaining its strong industrial economy.</p> <p>HyNet will give the North West industrial heartland a route to prosperity in the future low carbon economy by enabling it to operate sustainably on the journey to Net Zero. This will ensure the region remains an attractive location for investment and for companies to grow.</p> <p>HyNet will play a key role in shaping the region's future, supporting the 'levelling up' agenda. Not only will it protect skilled jobs in the region, HyNet will create thousands of new long-term employment opportunities alongside learning, training and upskilling opportunities.</p>	No
S3-05	Request for Mollington BVS to be moved to sit alongside Overwood Lane to allow access directly from the road. This will prevent the amount of land lost for vehicular access.	<p>Notwithstanding the request of the landowner, the Applicant considered to retain the location of the BVS and locate the access track along the boundary of the land parcel, enabling the retention of land within the field.</p> <p>The access track has been shortened in length by approximately 70% to minimise land take. It has been located along the field boundary to avoid cutting off land from the rest of the field.</p>	No

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S3-06	When will the preferred route option be selected in this section?	Following statutory consultation in spring 2022, the Applicant carried out a final design review taking into account all feedback from the consultation. A single pipeline route was selected and developed in more detail and is presented in this DCO application. Upon the DCO being approved, this will be the final route of the pipeline. This route has been subject to a full EIA which includes consideration of the construction approach and environmental impacts.	No
S3-07	Temporary crossing points will need to be installed along the length of the working area to ensure that severed land can continue to be farmed.	The Applicant agrees to try and maintain access to severed land in the appropriate manner wherever possible (e.g. sequencing of activities, provision of crossings).	No
S3-08	This area is a flood plain and there are chronic drainage issues. The drainage ditch network is fragile and needs constant maintenance. Will there be compensation if the flooding is made worse?	A Flood Risk Assessment (England) and Flood Consequence Assessment (Wales) have been undertaken. Appropriate mitigation measures will be implemented to avoid any potential increases to flood risk as a result of the DCO Proposed Development.	No
S3-10	Concern over the amount of noise, vibration and light pollution caused by the centralised compound, mitigation measures need to be put in place	<p>The impacts from noise during construction have been assessed and where required appropriate mitigation identified in Chapter 15 (Noise and Vibration) of the ES (Document reference: D.6.2.15)</p> <p>Where applicable, the Applicant's construction contractors will seek to obtain consents for the proposed construction works from the relevant local authority under Section 61 of the Control of Pollution Act 1974. Details of construction activities predicted methods, locations of sensitive receptors, noise and vibration levels and working hours will be discussed with the relevant local authority prior to construction works. the Applicant will also require its contractor to apply Best Practical Means (BPM) as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990.</p> <p>The construction contractor will implement a Construction Environmental Management Plan (CEMP) which will follow Best Practicable Means for reducing lighting impacts. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>Lighting of compounds outside working hours is proposed to be minimal. Minimising the impact of lighting on local sensitive receptors including bat and owl roosts or nests and watercourses by minimising light spill, using movement triggers within the construction compounds, avoiding bat foraging and commuting routes, implementing variable light routines, and avoiding blue-white short wavelengths and high UV content shall be accounted for in contractor sight lighting proposals. These proposals will be developed as part of the Outline CEMP (Document reference: D.6.5.4) and will be approved by the Local Planning Authorities.</p>	No

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S3-11	Move the centralised compound away from houses at station cottages. Move the route and BVS away from the parishes of Mollington and Lea by Backford towards the Dee Estuary avoid the large water storage pump on station road	<p>The Applicant has redesigned and relocated the Centralised Compounds following this response. The centralised Compound falling within 6940 (east of Station Cottages) is to be removed and the centralised compound within 1826 (West of Station Cottages) is to be relocated to the south, avoiding the Scheduled Ancient Monument (SAM).</p> <p>The location of the pipeline route and BVS has been subject to detailed appraisal considering a number of criteria including planning, environment, land, safety and construction complexity.</p>	Yes
S3-12	The Station Road closure involves a detour of some 6 miles. If Grove Road remains open while Station Road is shut, a diversion via Damage Lane (approximately 1 mile) is theoretically possible, but this is totally unsuitable for the volume of traffic along Station Road; Damage Lane is single track, has a weight limited bridge, and the northern part has a severely degraded carriageway with steep drop either side.	The works in this area are now to be completed using trenchless technology, which will limit the traffic disruption within the existing roads as the pipes will be inserted under the roads without disrupting the road surface. This will alleviate the need for traffic to be diverted from Station Road to Damage Lane.	No
S3-13	Request for a trenchless crossing to be used to prevent impact on local residents on Station Road.	A trenchless crossing is the method planned for Station Road. This allows for the road to be in use throughout construction, minimising the impact on local residents.	No
S3-14	Chester and Birkenhead Railway Line South - I understand from your consultation drop-in event in Ellesmere Port that the Southern crossing has already been selected. The Northerly crossing apparently is incompatible with the presence of a trunk water main which you were somehow unaware of at the time of printing the brochure.	<p>Non-statutory consultation was undertaken on the CO₂ pipeline route in summer 2021. Following this, ongoing technical studies and a further design review have been undertaken. At this time, a trunk water main, which was not included in the initial set of asset data records requested, was identified. The additional, more southernly route option near Station Road at Lea-by-Backford was identified as a result of this new information being received. The trunk water main creates space constraints on the northern route which means installation and future maintenance of the pipeline would be more complex for this option. The railway cutting on the northern route is also deeper and would require a greater burial depth. Therefore, the southern route has less engineering complexity and site constraints than the northern route. The two options were presented as part of the statutory consultation.</p> <p>Both options for Chester and Birkenhead Railway Line were presented at the statutory consultation for the public and stakeholders to provide feedback on. The preferred southern option was brought forward for the reasons given above.</p>	No
S3-15	Concerns about soil in the area, will top soil be stripped if so, where will it be stored? The soil will need to be sampled to ensure it is not damaged. No foreign soil is to be imported; soil will need to be returned in the correct order no clay to be mixed in with the high quality top soil.	An outline Soil and Materials Management Plan (Document reference: D.6.5.9) has been produced by the Applicant which will be used to produce a final soil management plan by the construction contractor. This will detail how topsoil will be stripped and stored separately to other materials and any other mitigation to prevent soil mixing.	No
S3-16	No access for construction will be permitted through the farmyard. There is an existing track, running alongside the railway, that will lead directly to the area identified to pass under the railway.	<p>The design has now been amended to remove the previously proposed access through the farm. Proposed access points for this area are now via the existing Network Rail track to the east and via an access point to the west of the farm.</p>	Yes

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S3-17	Chester and Birkenhead Railway Line North preferred - less impact on settings of heritage assets.	The design has now been amended in this location to include the Chester and Birkenhead Railway Line North Route. This route will reduce the impacts on the settings of heritage assets.	Yes
S3-18	Compensation request - including cattle mats, additional brushes and equipment, penalties from confined cattle, windbreaks and additional screening, ventilation units, slurry tower storage, reduced milk yield. We request that HyNet cover the cost of an independent building survey prior to construction and once construction has taken place, to ensure that there are no adverse impacts upon the residential property.	<p>Compensation arising from disruption and impacts of construction will be assessed and negotiated on an individual basis with landowners and their agents. The Applicant will contact landowners in due course to assess and mitigate any potential claims prior to construction commencing.</p> <p>The Applicant continues to seek voluntary agreements for the use of land, including the permanent easement. Those agreements can include accommodation measures where applicable, but these are being discussed individually with regard to the individual circumstances.</p>	No
S3-19	Request for alternative route - from just before where the preferred route crosses in a westerly direction into Wales up to where it connects with the existing pipeline. The distance of our suggested route is 11.5kms, whereas the distance for the HyNet preferred route is 18.7kms. Adopting our route would lead to significant cost savings and minimise interference with the rights of private landowners.	<p>Although an alternative route that runs north of the preferred route would avoid dense residential and industrial areas and provide a shorter route, it would have to cross several internationally and nationally designated sites of ecological importance, including the Dee Estuary Ramsar, Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). There could be potential permanent loss and/or impacts upon these European designated sites or temporary loss of habitat within, or impacts on, the sites or a site qualifying interest outside of the site.</p> <p>The Habitats Directive (transposed into UK law as the Conservation of Habitats and Species Regulations (EU Exit) (Amendment) 2019) requires that any potential for adverse impacts or effects from a development upon an internationally designated site or its qualifying features (which can also be located out with the boundary of a designated site) must be assessed through the Habitats Regulations Assessment (HRA) process. A key initial consideration as part of the HRA process is 'avoidance', insomuch that reducing the potential for any adverse effects or impacts to such sites or features should be sought at the outset. Therefore, the alternative route suggested would not avoid these important designated sites and was therefore discounted earlier in the options appraisal process.</p>	No
S3-20	Objection - in current layout there are at least seven important ecological features located within the red line boundary of which some will be unavoidable. On the assumption that there would be a sufficient buffer to the Viaduct Wood LWS, we would prefer the South alternative route is progressed as this route would avoid direct impacts to the Lea by Backford Railway Cutting LWS. Either one of the North or South Chester/Birkenhead railway options dissects a LWS; Lea by Backford Railway Cutting or Viaduct Wood; is it possible to avoid Viaduct Wood if using the southern route option? It is suggested that the pipe route is moved to the northern area of the development area range around Kingswood to avoid Wood West of Crabwall Manor LWS?	<p>The Applicant has assessed potential constraints along corridors including locations of a variety of site designations, including Local Wildlife Sites. Whilst ecological constraints have been taken into consideration as part of the corridor appraisal process, other disciplines and factors have influenced the corridors presented. Opportunities to firstly avoid sensitive ecological features/locations have been taken, however, where it is necessary and where impacts may occur, mitigation will be provided to ameliorate any impacts arising. Thereafter, compensation may also be required to offset any impacts. The Applicant can confirm that it is the intention to span the Shropshire Union Canal via a trenchless construction method.</p> <p>Impacts and mitigation are reported in Chapter 9 (Biodiversity) and Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.9 and D.6.2.18). They will also be managed through a Construction Environmental Management Plan and where required appropriate permits, licenses and consents. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D6.5.1) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.4) have been submitted as part of the DCO application. Detailed</p>	No

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		site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).	
S3-21	Proposed compound adjacent to River Dee; is this needed due to drilling at this location or can it be moved further away?	<p>This compound is required in this location due to the works proposed in the surrounding area, south of the River Dee. The potential environmental impacts of the compound have been assessed in Chapter 18 (Water Resources and Flood Risk) of the ES (Document reference: D.6.2.18), with mitigation proposed where relevant. Measures to control the environmental impact from any construction activities will be controlled through the Construction Environmental Management Plan. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D6.5.1) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.4) Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>This compound is required in this location due to the works proposed in the surrounding area, south of the River Dee. The potential environmental impacts of the compound will be assessed through the EIA, with mitigation proposed where relevant. Measures to control the environmental impact from any construction activities will be controlled through the Construction Environmental Management Plan (CEMP).</p>	No
S4-01	Concern about flooding issues (Hermitage Road) near BVS - floods routinely (multiple times a year) from pluvial runoff and from the adjacent watercourse due to capacity at the headwall inlet.	<p>The proposed BVS drainage system will be designed to manage additional runoff generated by the development in line with policy and taking the expected impact of climate change into account. For further details refer to Outline Surface Water Drainage Strategy (document reference D.6.5.13).</p> <p>A Flood Risk Assessment (England) (Document reference: D.6.3.18.4) and Flood Consequence Assessment (Wales) (Document reference: D.6.3.18.5) have been undertaken. Appropriate mitigation measures will be implemented to avoid any potential increases to flood risk as a result of the Proposed Development.</p>	No
S4-02	Support for trenchless solution for crossing Hermitage Road.	The design is confirmed as a trenchless crossing.	No
S4-03	Concern with route by Leaches Lane, Mancot. Will it run under my property?	<p>There are no plans to install the pipeline under any residential properties anywhere along the pipeline route.</p> <p>The pipeline runs parallel to Leaches Lane. The closest proximity to housing is at Earle's Crescent where the pipeline is approximately 50m from the properties at the end of road.</p>	No
S4-04	Unhappy with the lack of route options in section 4. It seems you're very dismissive of any opposition to your plans.	<p>The Applicant welcome's all feedback on the DCO Proposed Development and encourages comments on the plans to help fully inform the DCO Proposed Development design.</p> <p>The brochure (Appendix G10) provided for the statutory consultation explained the consultation undertaken to date including in section 4 around the River Dee. The non-statutory consultation in</p>	No

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		<p>summer 2021 provided two main options that were consulted on for the River Dee crossing (Option G and I) (see Appendix C3). Responses received did not indicate a strong preference for either of the crossing options. Following further design analysis, the Applicant chose Option G as the preferred option for the following reasons:</p> <p>Option G performs better in terms of constructability with less engineering risk and constraints, particularly in relation to avoiding the need to tunnel underneath the water treatment plant</p> <p>Option G has less space constraints than Option I, and avoids public path width restrictions</p> <p>Option G avoids impacting on registered Common Land or the potential to encroach on MOD land, unlike Option I.</p> <p>Avoids overlapping with employment and residential allocations in the emerging Flintshire Local Development Plan, compared to Option I.</p>	
S4-05	An access entrance/ exit & storage compound is planned adjacent to Hermitage Road, this will result in increased traffic on Hermitage Road, which is an unclassified road, with limited access to the Vernan Institute in Saughall, and the route Into Chester through Blacon. The road has a notoriously high level of existing traffic, and additional works traffic will be detrimental to residents' safety.	<p>This has been fully assessed and reported within Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17).</p> <p>Hermitage Road is a 'Classified Unnumbered' road (i.e. a 'C' Road). Additional Traffic on Hermitage Road will be modest and temporary in nature. The Transport Assessment (document reference D.6.5.10), Construction Traffic Management Plan (Document reference: D.6.5.11), and ES chapter will consider the impact of additional traffic, and where necessary, identify proportionate measures to mitigate the impacts of additional traffic using this road during the construction phase.</p>	No
S4-06	Limited information available to residents Hermitage Road	<p>The Applicant delivered a postcard with details of the DCO Proposed Development to all properties within 500m of the proposed development which includes more than 75% of Hermitage Road. The delivery area of the postcard can be found in Appendix E5.</p> <p>The closest consultation event to Hermitage Road was at the Vernon institute which is just off Hermitage Road on the corner with Seahill Road. The Applicant has provided multiple points of contact for people who want to get in touch including a phone number, email address and freepost address. The Applicant also continues to engage with the community and encourages anyone with questions to get in contact.</p>	No
S4-08	Request for lift and shift clause to be included so that future development is not hindered.	The Applicant confirms that the pipeline lease will not contain any lift and shift or development provisions.	No
S4-10	Suggestion of a new route from Hermitage Road in a westerly direction north of Deeside Industrial Park and follow A549	Although an alternative route that runs north of the preferred route would avoid dense residential and industrial areas and provide a shorter route, it would have to cross several internationally and nationally designated sites of ecological importance, including the Dee Estuary Ramsar, Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). There could be potential permanent loss and/or impacts upon these European designated sites or temporary loss of habitat within, or impacts on, the sites or a site qualifying interest outside of the site.	No

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		<p>The Habitats Directive (transposed into UK law as the Conservation of Habitats and Species Regulations (EU Exit) (Amendment) 2019) requires that any potential for adverse impacts or effects from a development upon an internationally designated site or its qualifying features (which can also be located out with the boundary of a designated site) must be assessed through the Habitats Regulations Assessment (HRA) process. A key initial consideration as part of the HRA process is 'avoidance', insomuch that reducing the potential for any adverse effects or impacts to such sites or features should be sought at the outset. Therefore, the alternative route suggested would not avoid these important designated sites and was therefore discounted earlier in the options appraisal process.</p> <p>The suggested alternative route to the north of Deeside Industrial Park and A548 would be in close proximity to a number of internationally and nationally designated sites and the Dee Estuary. The preferred route would provide a lower impact option to the alternative due to its location further away from the designated sites and the Dee Estuary mouth.</p>	
S4-11	Although we do not object to the PRC in Section 4 on the provision that impacts to the internationally designated site can be avoided, we advise that the proposed centralised compound in this section is sited away from the River Dee to avoid additional pressures on the SAC/SSSI and its designated features.	<p>The compound itself is proposed outside of the Site of Special Scientific Interest designation. A 16m buffer will put in place to ensure no works are carried out within the designation. The Applicant has conducted appropriate surveys and assessments to advise of any needs for mitigation to reduce/remove any risks posed by the siting of compounds. Whilst subject to assessment as part of Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9), impact pathways and potential for Likely Significant Effects have been assessed within a Habitats Regulations Assessment for the DCO Proposed Development.</p> <p>Measures to control environmental impact to the River Dee from any construction activities will be controlled through the Construction Environmental Management Plan CEMP. An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D6.5.1) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.4). Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	No
S4-12	The applicant must have submitted a Scheme of Aerodrome Safeguarding Measures has been submitted which has been approved in writing by the Local Planning Authority for any land in Section 4 and adjoining land which will be used during the construction period and for the life of the project.	A Scheme of Aerodrome Safeguarding Measures shall be submitted post consent/ prior to start of construction.	No
S4-13	When putting in place ecological mitigation measures birds should not be encouraged to breed in the vicinity of the airfield. Ecological measures and landscape designs could have an impact or be an attractant to birds and being close to the airfield will/could lead to an unacceptable increase in the risk of bird strike. Bird activity on-site must be monitored.	<p>The Applicant has progressed with the ecological mitigation measures for the Proposed Development, assessing viable locations for mitigation/compensation planting. This is presented in Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9). During Detailed Design the Applicant will take into account responses provided in more detail when planting specifications are developed.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document</p>	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
	<ul style="list-style-type: none"> Infill planting is proposed for the existing hedgerows. Plants containing berry or nut bearing species are attractive to winter thrushes and Starling. Berry bearing fruiting plants should not be planted this close to the airfield with low growing trees would prevent nesting and the trees becoming an obstacles within our protected surface area. Control and disposal of waste to prevent the attraction of birds. Earth working during construction has the potential to attract foraging birds, which would result in an increase in bird activity very close to the airfield. 	<p>reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	
S4-14	<p>Construction information requested including;</p> <ul style="list-style-type: none"> Details of cranes and other tall construction equipment including details of obstacle lighting. The scheme needs to comply with Advice Note 4 'Cranes and Other Construction Issues' Details of temporary lighting and street lighting – Such details shall comply with Advice Note 2 'Lighting near Aerodromes' Dimensions of any structure above ground level in order to make an assessment of any impact or infringement to our safeguarded protected surfaces and navigational aids. Details of centralised compound. 	<p><u>A – Cranes and other Tall Construction Equipment :</u></p> <p>Appendix S4-14A&B attached herewith provides the required details of our envisaged tallest construction equipment; these are: Mobile Lift-Cranes [37 metres at Highest Tip of Full Boom Deployment] and Concrete Pouring Machines [37 metres highest full span arm-deployment]. It is noteworthy to state that the Applicant does not anticipate the use of Tower Cranes or Pedestal cranes within our site during construction and operational phases. Furthermore, during operational stages, we do not foresee any item within our site exceeding 5 metres in height.</p> <p>The Applicant should also point out that the Applicant has been unable to avail ourselves of your referenced guidance Note 4 in your correspondence Referenced 'Hynet Response', dated 22 March 2022. As it turns out, this document is being revised and an interim guide note was mentioned. The Applicant has reviewed the interim document 'CAP1096' and note the following applicable requirements therein; please confirm if this covers the requirements from us:</p> <p>Complete and submit the Notification Form at Annex A at least eight weeks before the erection of the crane.</p> <p>En-route obstacles (including cranes) must be fitted with lighting in accordance with the ANO (The Applicant needs to know which Air Navigation Order specifically). Medium intensity (generically 32 candela) steady red lights must be displayed by night (<i>half an hour after sunset until half an hour before sunrise</i>) and be visible from all directions (omnidirectional). Additionally, it is recommended that lights should also be displayed by day.</p> <p>Note: Lighting aids should be supplied with secondary power unless agreed otherwise with the CAA (arops@caa.co.uk, phone: 01293 983 880).</p> <p>Lights must be positioned as close as possible to the top of the crane.</p> <p>Lights should also be applied to display the general definition and the extent of the object (crane). This means that lights should provide an indication of the height and the shape of the crane (i.e. lights installed on both ends of the jib).</p> <p>In all cases, the CAA recommends that consideration is also given for cranes to be made conspicuous by their colour, especially if the crane is not permanently lit.</p> <p>When markings are applied to cranes it is recommended that they are coloured to show alternating contrasting bands. The colours of the pattern should contrast each with the other and with the background against which they will be seen. The bands should be perpendicular to the longest dimension and have at least 5 metres in width.</p>	No

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		<p>Note: The objective is to use markings of contrasting colours which will be conspicuous against the background and a review conducted by the CAA determined that the use of a yellow and black (or dark blue) pattern (especially in urban areas) provides the best contrast with the background from the air.</p> <p><u>B - Details of temporary lighting and street lighting</u></p> <p>Following our review of Advice Note 2 ‘Lighting near Aerodromes’, the Applicant takes due note of the recommendations therein. However, the Applicant refers to this specific advise stating that: “use of red, white and green lights should be avoided where possible” for lighting colour of schemes near an aerodrome and request that you please clarify if our facility (1.2km from the Hawarden Airport) is deemed near enough for this colour selection purposes or not. The Applicant have not been able to deduce guidance on light tower heights within the documentation available to us. The Applicant would therefore appreciate your clarification on this.</p> <p>The above notwithstanding, our intention as regards site lighting during construction works are as outlined below; these typical mitigation measures are intended to avoid adverse lighting impacts. It is therefore our view that these are well aligned with expectations of Advice Note 2 ‘Lighting near Aerodromes’:</p> <ul style="list-style-type: none"> • Lights will be directed solely onto work areas (i.e. use of spotlights instead of flood lights). Lights will be mounted as low as practicable. • Shielded light fittings and directional lights will be used to manage light spill. • Downward-facing lights will be used to manage horizon glow. Louvered bollards, low height flat beam technology luminaires, poles and structure mounted fittings are acceptable. • Lights will be directed away from reflective surfaces (including large equipment, offices and storage containers) to reduce glow effects. • Measures for minimising light spill from outdoor sources will be adopted where practicable; e.g. use of artificial or natural screens, recessing light sources, lowering light mounting heights, locating lights such that they are naturally blocked/shielded by equipment and/or structures. • Unnecessary lighting will not be used, including lights in unused areas, decorative lighting, or lighting that is brighter than needed for the task being carried out. • Measures for minimising light spill from indoor sources will be adopted where practicable, such as minimising the number of windows facing the coastline or beach areas, using window treatments (e.g. tinting, curtains, opaque blinds), and dimming interior lights. • The majority of temporary lighting for construction will be switched off outside of working hours. 24-hour lighting may remain on for security/inspection at compound gate houses and welfare facilities. Temporary lighting will be switched on/off manually. It is expected that in winter all working areas will be lit from 06:00 until 20:00 each day to allow workers to arrive on site, undertake construction activities and then leave site safely. • During drilling activities at major trenchless crossings, lighting will be required to enable 24-hour working. The period involved will differ in length depending on the crossing location, but can be expected to last up to two weeks. 	

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		<p><u>C - Dimensions of any structure above ground level</u></p> <p>The Applicant has provided dimensions of most significant construction equipment herein as per appendices A and B. Appendix S4-14D herewith also provides the overall footprint of our centralized compound. Trust these will suffice for your requirement.</p> <p><u>D - Details of Centralized compound</u></p> <p>Appendix S4-14D herewith provides a layout sketch of our River Dee Compound. The Applicant hopes this suffices for your requirement. Furthermore, Centralised compounds are envisaged to include the following as a minimum. The Applicant reiterates that the Applicant does not foresee any permanent facilities within our site exceeding 5 metres height; we have already identified items exceeding 5 metres in section A above:</p> <ul style="list-style-type: none"> • Security cabin; • Material laydown areas and yards; • Warehouse; • Workshops; • Offices / meeting rooms; • Workers welfare facilities; • Power generation (Aggreko type); • Piping prefabrication shop; • Piping sandblasting and painting workshop; and • Piping insulation workshop. 	
S4-15	A study needs to demonstrate that the performance of communication, navigational aids and surveillance equipment required for the safe operation of Hawarden Airport is not impaired by the proposed development or any construction activities shall be submitted to and agreed upon in writing by the Local Planning Authority. The development must be operated in accordance with the approved navigational aids impact assessment scheme (or any variation thereof approved in writing by the Local Planning Authority). Conditions may be required to be attached to the planning application. If this is granted permission against the advice of the business then it will notify the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.	Further clarification is required. This issue will be discussed in meeting scheduled with Airbus	No
S4-16	Due to any infringement of the Transitional and Inner Horizontal Surface which is part of the Obstacle Limitation Surfaces (OLS), a suitable satisfactory safety assessment is to be carried out against the infringements to the OLS to ensure it would not adversely affect the	Further clarification is required. The Applicant will discuss this further in meeting scheduled with Airbus.	No

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	<p>safety or significantly affect the regularity of operations and visual manoeuvring with new objects penetrating the inner horizontal surface.</p> <p>This assessment will require approval and acceptance from the business Manager before granting permission for this development. The developer is responsible for sourcing the suitable safety assessment for the infringement of the protected airfield safeguarded surfaces by a Civil Aviation Authority (CAA) accredited Approved Procedure Design Organisation (APDO) consultant.</p>		
S5-01	Aston Hill BVS - Concern about construction traffic on onto Bennets Lane	This has been fully assessed and reported within Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17). An outline Construction Traffic Management Plan (Document reference: D.6.5.11) has also been produced as part of the DCO application submission.	No
S5-02	Questions around Aston Hill BVS, how will it be accessed, when will it be constructed?	<p>This has been fully assessed and reported within Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17). This also includes an outline Construction Traffic Management Plan (Document reference: D.6.5.11) which has been produced as part of the DCO application submission. This demonstrates how the BVS will be accessed.</p> <p>The works will be carried out according to the construction programme prepared by the Principal Construction Contractor(s) at the Detailed Design stage. A preliminary construction programme has been presented in Chapter 3 (Description of the DCO Proposed Development) of the ES (Document reference: D.6.2.3).</p>	No
S5-03	Ewloe South preferred - more direct, avoids any conflict with allocations in the Deposit Flintshire LDP	<p>The Applicant has considered all feedback received as part of the consultation for the Ewloe route options and carried out further design work.</p> <p>The Ewloe South route scores highest against environment, planning and land criteria, compared to the other options. One of the main reasons for this is that it is located furthest away from Deeside and Buckley Newt Special Area of Conservation (SAC, European designated site) and Connah's Quay Ponds and Woodlands Site of Special Scientific Interest (SSSI, nationally designated site). The Ewloe South route also affects less contaminated land and Mineral Safeguarding Areas compared to the other options. However, this option scores lowest against engineering criteria due to a greater numbers of constructability constraints and complex areas which affects the feasibility of this option.</p> <p>To clarify, the Ewloe South option would overlap with the Deposit Flintshire LDP housing allocation HN1.7. It would also overlap with proposed new housing developments in Ewloe and therefore could result in potential construction issues and third-party interference. The Ewloe North and Central routes would avoid this allocation.</p>	No
S5-04	Ewloe North preferred - to avoid construction traffic issues. The steepness of the terrain should not be the reason why the route can't go that way.	The Ewloe North route is the lowest scoring option against environment, planning and land criteria. It is approximately 20m away from the Deeside and Buckley Newt Special Area of Conservation (SAC) and Connah's Quay Ponds and Woodland Site of Special Scientific Interest (SSSI), as well as directly crossing two Local Wildlife Sites (Aston Wetland and Sea View Wetland) and a historic landfill site. This route results in a loss or impact on Grade 1 best and most versatile land (Agricultural Land	No

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		Classification). In terms of construction traffic, all the options considered would likely have similar temporary significant impacts, but this would reduce at operation stage.	
S5-05	Concern over the impact on Church Lane and damage to residential properties both after and during construction. Mitigation measures need to be put in place to protect residents from the impact on residents' properties on Church Lane including no night working, dust and pollution kept to a minimum.	<p>The Proposed Development in this location has been amended to reduce potential impacts on Church Lane. The proposed development is being designed to avoid any physical impacts on residential properties or other community buildings.</p> <p>The ES reports likely effects in Chapter 6 (Air Quality) and Chapter 15 (Noise and Vibration) (Document reference: D.6.2.6 and D.6.2.15).</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p> <p>This will set a framework to monitor and manage potential impacts during the construction process, including water, noise, and air quality pollution. The CEMP(s) will contain details of the management controls that would be in place during construction. The Applicant will work to reduce any disruption and follow a Construction Traffic Management Plan (CTMP) agreed with the local authority.</p> <p>Mitigation of impacts during the construction of the proposed development will include 'Best Practicable Means' to reduce any noise, air quality, and/or visual concerns. For example, choosing low noise equipment and optimising the location of equipment/activities, and a Dust Management Plan.</p>	No
S5-06	Flint AGI to be moved further to the South into the corner of the next field	This change has been implemented per the landowner's request. New location of Flint AGI is in the NW corner of the next field South. The access track length has been shortened to minimise land take.	Yes
S5-07	Church Lane not appropriate for pipeline it is too narrow and there is an existing problem with parking in the road.	A trenchless installation technique will be used to install the pipeline under Church Lane from either end. This technique will minimise the impact to Church Lane itself.	No
S5-08	Section 5 route should be moved to the south, closer to the A55 North Wales expressway	<p>Moving the CO₂ pipeline closer to the A55 and further south of the current location of the Northop Hall AGI would result in potential impacts on ancient woodland located next to the highway which the Applicant would want to avoid.</p> <p>A new route and location for the AGI has been decided based on the concerns raised in the letter:</p> <ul style="list-style-type: none"> • "The current route cuts through six mature hedgerows, which act as permanent livestock proof boundaries and result in a significant loss of beneficial features to the environment. Moving the route closer to the A55 would reduce the number of hedges impacted." <p>The revised route cuts through four hedgerows instead of six. Additionally, it steers clear of the woodlands and ponds.</p>	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
		<ul style="list-style-type: none"> “The pipeline route will leave several large areas of the holding severed and without crossing points and livestock proof fencing, these areas will not be able to accommodate livestock during construction period.” <p>Excavations will be sequenced so as to ensure continued access to all fields throughout. The construction right of way will be fenced off from livestock. Once construction is complete, all areas will be accessible as before.</p> <ul style="list-style-type: none"> “The construction corridor also leaves small awkward areas, not capable of being farmed or mowed for silage.” <p>The revised route removes these awkward areas and minimizes permanent land take by straightening the pipeline route and shortening the access track.</p> <ul style="list-style-type: none"> “The loss of land during construction equates to approximately 13% of the total area available during construction and whilst the land is being reinstated.” <p>The revised route significantly reduces the amount of temporary land take from excavations by straightening the pipeline route and reducing the access track length.</p> <ul style="list-style-type: none"> “It is clear that the consultees are severely impacted by the HyNet scheme and have proposed alterations that will mitigate the impact of the scheme on their holding.” <p>The AGI cannot be relocated to the NW corner because it will not fit within the proposed field.</p> <p>If the pipeline route is relocated South, it will take up much more land and come in proximity of the ancient woodland. There are also technical concerns with running the pipeline close to the overhead cables.</p>	
S5-08	Section 5 route should be moved to the south, closer to the A55 North Wales expressway	Moving the CO ₂ pipeline closer to the A55 and further south of the current location of the Northop Hall AGI would result in potential impacts on ancient woodland located next to the highway which the Applicant would want to avoid.	No
S5-09	Support location of Northop AGI	The Applicant thanks the respondent for their comments.	No
S5-10	Concern of impact on schools	Effects on schools have been assessed in Chapter 16 (Population and Health) of the ES (Document reference: D.6.2.16) . Where appropriate mitigation has been identified in the ES to reduce effects on schools and other sensitive receptors St Oswald’s Primary School in Mollington and Sandycroft Primary School in Mancot have already been flagged as being potentially highly sensitive to construction. It has been proposed within the mitigation measures that works are to be undertaken outside of term time, to minimise the effects on pupils.	No
S5-11	Concern over the impact on local farms in the area. There may be a reduction in access which means farmers may have to reduce cow numbers, also there may be a potential issue with the land being contaminated. The farm has only 3 options of which to mitigate the losses. These are, rent additional land further away from the holding	Compensation will be paid accordingly to the compensation code and subject to satisfactory documentary evidence in respect of losses and mitigation of said losses.	No

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	and the additional costs associated with this. Buy in additional feed. Any hard feed will need a silo to be purchased to store it or, finally, reduce the number of cattle on the farm. Are these situations going to be covered by compensation?		
S5-12	The Northop Hall AGI is requested to be moved to the northwest field corner alongside the B5125.	The Applicant has relocated Northop Hall AGI in order to reduce the impact on this landowner. The landowner subsequently expressed further concerns about the revised location. The Applicant is continuing to liaise with the landowner to address these issues.	Yes
S5-13	Visual screening needed around Aston BVS	As with all BVS and AGIs, landscape mitigation including screen planting is to be provided where appropriate.	No
S5-14	It is noted that the Northop Hall AGI and Flint AGI would be located within a compound with secure fencing. Therefore, it would be preferable to locate the fencing and compound away from the route of the public right of way, to negate the need for any formal diversion. Note of PRow which may not be shown on the definitive map of rights of way, included "white tracks", "Public Roads" "unrecorded" eg at Starkey lane Northop and Accra y Van track Flint Mountain to Flint.	<p>The Applicant is aware of the PRow in both areas, and these have been assessed in the Traffic Assessment (Document reference: D.6.5.11) and Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17).</p> <p>The PRow at Northop would be subject to temporary closure during the construction phase.</p> <p>The PRow near each of these AGIs would not need permanent re-routing in the design as assessed in the ES.</p>	No
S5-15	Against Ewloe South- will increase habitat destruction including the habitat for badgers. [REDACTED].	The Applicant has conducted a suite of habitat and protected species surveys to determine baseline conditions with a view to guiding design of the Proposed Development and informing mitigation requirements, including badger surveys. The DCO Proposed Development will result in short term, temporary and localised impacts across the majority of its route (excluding block valve and AGI locations) therefore impacts to badger habitats are anticipated to be temporary. However, where setts are located along the route and unable to be avoided, appropriate mitigation and safeguarding practices will be adopted, for example, closure of setts in accordance with industry standard practices with creation of compensation setts where required. More information can be found in Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) .	No
S5-16	Concern over drainage issues which may be caused by the installation of the pipelines and BVS/AGIs	<p>A Flood Consequence Assessment (Document reference: D.6.3.18.5) and Outline Surface Water Drainage Strategy (Document reference: D.6.5.13) has been prepared, illustrating the flood risk management of the infrastructure and how the BVs/AGIs will manage surface water runoff generated by the development</p> <p>Runoff from the surface will be picked up by various components for example permeable pavement, it is then conveyed to the attenuation pond via underground drainage network and discharge at a restricted outfall rate of 2 l/s.</p> <p>SuDS features are proposed such as Type C no infiltration permeable paving, infiltration trench, filter drain, vortex separator, detention basin and naturalised channel.</p> <p>Attenuation volume has been designed for the 1 in 100 years plus 40% climate change event.</p>	No

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		The Applicant considers that with the surface water drainage design in place, the proposed developments will not increase the risk of surface water flooding on or off site or have any adverse impacts on existing watercourses and network.	
S5-17	Ewloe roundabout has a traffic problem currently and will not be able to take on the additional construction traffic	This has been considered and assessed in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17) and Transport Assessment (TA) (Document reference: D.6.5.10). The Applicant engaged with FCC to agree the scope of the TA, ES Chapter, and Outline Construction Traffic Management Plan (Document reference: D.6.5.11) . Where construction traffic from the Proposed Development exceeds established thresholds at junction, the capacity of these junctions has been assessed in the TA.	No
S5-18	Against Ewloe North, prefer South - would transect Seaview Wetland Wildlife Site and Aston Wetland Wildlife Site. Other route options would be preferable to avoid these sites. Badger sett relocation and habitat mitigation due to Aston Wetland Wildlife Site planning permission.	The Applicant has assessed potential constraints along corridors including locations of a variety of site designations, including Local Wildlife Sites. Whilst ecological constraints have been taken into consideration as part of the corridor appraisal process, other disciplines and factors have influenced the corridors presented. At Ewloe, the route which was taken forward is a variation on the Central route. The route does not transect either Seaview Wetland Wildlife Site or Aston Wetland Wildlife Site and therefore no impact on these sites is necessary. The details of the preferred route can be found in Chapter 4 (Consideration of Alternatives) of the ES (Document reference: D.6.2.4)	No
S5-19	Concern with risk of leaks/damage/vandalism on Northop Hall AGI.	<p>The safety of the pipeline is the Applicant's main priority and partner Eni is used to managing pipelines of this nature as regulated in the UK. To address the points raised directly, gas detection will be in place at all AGI to ensure early detection in the unlikely event a leak occurred. The AGI will be surrounded by a 3-metre chain link fence to ensure it is secure. It will also be always protected by intrusion detection and infrared CCTV to deter any anti-social behaviour.</p> <p>Overall, the likelihood of any leak from the AGI is extremely low and risks will be demonstrated to be acceptable as part of the demonstration of compliance with regulatory requirements.</p>	No
S5-20	The approach to its route should have regard to broader sustainability objectives and should look to avoid creating issues that would prejudice the appropriate sustainable future development of the areas through which it will pass.	<p>The CO₂ pipeline route has been selected to align with a number of objectives and guiding principles including ensuring that it can be delivered with the least disruption to the local area and communities, providing a cost-effective and deliverable solution.</p> <p>The appraisal of the Ewloe options has been considered against a range of criteria including land, planning, environmental and engineering factors. In terms of sustainable future development of the area, the appraisal has considered impacts on sites with major planning permissions and site allocations, proximity to occupied dwellings, construction, crossing complexity and third-party requirements.</p>	No
S5-21	Section 5 identifies the location for a centralised compound immediately adjacent to our Clients site. There does not appear to be any information as to the appearance and operation of this compound or in relation to the methodology that has informed the selection of this particular site	<p>Centralised compounds would be established in locations close to the strategic road network before the commencement of the main construction works.</p> <p>These centralised compounds will serve as points for accepting deliveries and storage of equipment, pipe and other materials. From these locations, pipe sections would be transported directly to pipe storage areas within various Localised Compounds by lorry. Each of the centralised compounds will</p>	No

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		<p>provide material yards (located away from drainage systems and excavations), secure plant storage areas (including warehouses where necessary), single-storey offices, staff welfare facilities, workshops, batching plants, and a vehicle parking area. These compounds will utilise self-contained mobile welfare facilities, generators and mobile communications. Lighting would not be continuous and would be at the lowest luminosity necessary for the safe delivery of each task. A series of localised compounds will also be required along the pipeline route to facilitate construction works. Measures to ensure that run-off quantity and quality from any construction activities will be controlled through the Construction Environmental Management Plan CEMP.</p> <p>An Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4) and a Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) have been submitted as part of the DCO application. Detailed site-specific CEMP(s) will be prepared by the Construction Contractor(s) which will build on mitigation and control measures as presented in the Outline CEMP, REAC and the ES. The Detailed CEMP(s) will be submitted for agreement with the Local Planning Authorities prior to the commencement of the phase of works/location which is subject to the Detailed CEMP(s).</p>	
S5-22	Ewloe Central preferred - avoids Seaview Wetland Wildlife Site and Aston Wetland Wildlife and proposed housing allocation HN1.7	The Ewloe Central route performs highest of all the options for engineering constructability as it complies best with design and health and safety criteria. This is why the Applicant will progress Ewloe Central as the preferred option. It also has a lower number of complex areas and reduced risk to construction works. As noted, it avoids direct impacts to the Local Wildlife Sites and, subject to further design refinements, will avoid the housing allocation too.	No
S5-23	Strong objection - in current layout there are at least seven important ecological features located within the red line boundary of which some will be unavoidable. We strongly object to the selection of this route section and advise the detailed route is redesigned.	<p>The Applicant has carried out an appraisal for the Ewloe route options which includes an assessment against planning, land, environmental and engineering criteria.</p> <p>The Order Limits have been reduced around Ewloe which now avoids a number of the ecological features potentially impacted by the northern route. Trenchless techniques have been proposed in some areas to further minimise damage to sensitive sites.</p> <p>The design will also be subject to micro-siting (minor adjustments to routeing or design to avoid features/obstacles) at the detailed design stage to further reduce any residual impacts that may arise. Mitigation will be implemented throughout construction of the DCO Proposed Development, with reinstatement of habitats to take place upon completed construction.</p> <p>The environmental criteria undertaken includes assessing the impact on Habitats of Principal Importance and those classified under the Habitats Networks (Wales) system, as well as on internationally, national and local ecology designated sites. The Applicant will aim to avoid direct impacts where possible and minimise and manage impacts on the environment.</p>	No
S5-24	Preference for Altami Brook South alternative route - would minimise impacts to farming businesses	The Applicant has conducted an appraisal of route options at Alltami Brook with the Southern option having been taken forward. The crossing will now be treated and assessed the same as the other watercourse crossings in the FCA.	No

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S6-01	Note that there is an increase in traffic during the summer causing overflow around A55. The construction traffic caused by the pipeline should not increase this.	This has been considered and assessed in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17) , Transport Assessment (Document reference: D.6.5.10) , and Outline Construction Traffic Management Plan (Document reference: D.6.5.11) . The scope of these documents was developed in liaison with FCC.	No
S6-02	Support location of Flint AGI	This comment has been acknowledged.	No
S6-03	Concern over the impact of PRow regarding the pipeline and BVSS. Check all PRow are considered including legal status of any "white tracks" eg Leadbrook Lane, Starkey Lane, Accra y Van track	The suggestions will be considered in the final design which will be subject to LPA approval through the discharge of DCO requirements set out under Schedule 2 of the draft DCO (Document reference: D.3.1).	No
S6-04	Starkey Lane is the only access route to properties. Seeking assurance that access won't be excessively impeded during construction to allow access home/commute.	This has been assessed in Chapter 17 (Traffic and Transport) of the ES (Document reference: D.6.2.17) and Transport Assessment (Document reference: D.6.5.10) and, where necessary, appropriate mitigation is included within the Construction Traffic Management Plan (Document reference:). Measures will be implemented to ensure that inconvenience and disruption to residents is minimised throughout construction of the DCO Proposed Development, including to Starkey Lane. These measures have been set out in the Outline Construction Traffic Management Plan and include, where appropriate, restrictions on the timings of construction traffic.	No
S6-05	An area of the pipeline route located around the Leadbrook Wood area transects an Indicative Local Search Area as identified in the emerging Flintshire LDP which corresponds to emerging Policy EN13 for Renewable/Low Carbon Energy. Should the proposal go ahead, there could potentially be the impact of the HyNet infrastructure using land that would be suitable sites for the development of alternative energy sources such as solar PV and wind.	<p>The Applicant acknowledges the CO₂ pipeline route crosses an Indicative Local Search Area identified within the emerging Flintshire LDP relating to Policy EN13 for Renewable/Low Carbon Energy around Leadbrook Wood located to the north of Northop Hall in Flintshire.</p> <p>The Order Limits have been refined post consultation and now extend to a width of approximately 100m in this area. The final routing of the pipeline will sit inside the Order Limits. The Applicant will seek a permanent easement width of 24.4m thus minimising the permanent landtake.</p> <p>As part of the DCO application, the Applicant has submitted a Planning Statement (Document reference: D.5.4) which sets out how the DCO Proposed Development complies with all relevant planning policy including the emerging LDP policies.</p>	No
S7-01	An area of SSI has not been identified - Halkyn Mountain gives a lot of tourism	<p>Halkyn Mountain SSSI is located outside of the Study Area of Chapter 16 (Population and Health) of the ES (Document reference: D.6.2.16) and has therefore not been considered within the assessment.</p> <p>Halkyn Mountain SSSI has been identified and assessed within Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) given its location within the Study Area of BVS locations.</p>	No
S7-02	Impact on wildlife and environment including great crested newts on Halkyn mountain	The Applicant can confirm that a suite of habitat and species surveys have been completed to inform the ES for the Proposed Development in Chapter 9 (Biodiversity) (Document reference: D.6.2.9) which has been used to devise a range of appropriate mitigation measures for any impacts (direct and indirect) that have been identified. This includes assessment of great crested newts and associated supporting habitats and assessment of potential impacts to the Halkyn Mountain Special Areas Conservation and Site of Special Scientific Interest as a result of the DCO Proposed Development,	No

Ref.	Summary of Consultee Comment	Regard The Applicant had to the Consultee Responses	Change (Yes / No)
		through both the ES and Habitats Regulations Assessment (Document reference: D.6.5.6) . Halkyn Mountain SAC and SSSI is located a sufficient distance from the DCO Proposed Development to not be directly adversely impacted. Impacts to great crested newt associated with the site are also assessed unlikely to occur. Full details of the assessment of potential for Likely Significant Effects to Halkyn Mountain and its qualifying features is captured within the Habitats Regulations Assessment (document reference D.6.5.6).	
S7-03	Concern over the impact of construction on the mountain. Will there be mitigation measures put in place such as dust mitigation	Mitigation of impacts during construction will include using the best practicable means to reduce any noise, air quality, and/or visual concerns. For example, choosing low noise equipment and optimising the location of equipment/activities, and a dust management plan. Further information can be found in Chapter 6 (Air Quality) and Chapter 15 (Noise and Vibration) of the ES (Document reference: D.6.2.6 and D.6.2.15) .	No
S7-04	Concern over the location, size and usage of BVS. Grazing rights may interfere with the location. There has been little or no involvement or discussion with the client regarding the installation or any attempt on agreement as to its location or size in order to mitigate the impact of the BVS. It is suggested that there are alternative locations along the line of the existing pipeline to locate the BVS which would have reduced impact on the immediate locality. There has been no discussion as regards the tenure of the installation, frequency of usage or evidence as to its site specific requirement.	The Coed-y-Cra BVS is being removed and is no longer part of the DCO Proposed Development. The BVS are provided to allow isolation of sections of the pipeline to limit the amount of CO ₂ that could be released in the event of an accident e.g. an impact causing a leak. The locations of the BVS are confirmed by a safety evaluation; this has concluded that the risk from the inventory held between the Cornist Lane BVS and the Flint AGI is sufficiently low that the further inventory reduction (by retention of the Coed-y-Cra BVS) is not required.	Yes
S7-05	More clarification needed on repurposing. Is it proposed that a brand-new pipeline is installed alongside/instead of the existing? - and dug in and the soil backfilled - or do you propose to “repurpose” the existing gas pipeline with the material you need for the project? Whilst I have seen reference in some of the documents to the term “repurposing” I just want to be clear as to whether I can expect heavy machinery working away in close proximity to the house ... or will it just happen as if by magic?!!	<p>The existing pipeline between Connah’s Quay and Point of Ayr will be repurposed to carry captured CO₂ to Point of Ayr.</p> <p>This means that existing assets will be re-used and re-purposed. This will minimise construction activity, reduce environmental impact and reduce the project cost compared to a new build approach. The existing pipeline has been subject to engineering assessment to determine that it is fit for re-purposing for carbon dioxide.</p> <p>Construction work will only be required on the pipeline at specific isolated locations to provide a connection point at the Flint AGI, and at three locations on its route to provide BVSs (Cornist Lane, Pentre Halkyn and Babell).</p>	No

8. TARGETED CONSULTATION

8.1. INTRODUCTION

- 8.1.1. This chapter describes the targeted consultations undertaken during June, July and August 2022 in relation to the 35 identified changes to the DCO Proposed Development following the statutory consultation. This chapter also sets out what was consulted on and why before describing how the consultation was carried out, including when consultation activities took place, with whom and the methods used. The matters raised during the consultation are then summarised, followed by the Applicant's regard to those matters raised and explanations of how they have been taken into consideration.
- 8.1.2. Although non-statutory in nature, the targeted consultation was conducted having regard to the principles of pre-application statutory consultation set out in the PA2008 and in accordance with DCLG Guidance (The Planning Act 2008: Guidance on the pre-application process).
- 8.1.3. The DCLG guidance paragraph 76 states;
- 'In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation. A developer's Statement of Community Consultation should be drafted so that it does not preclude this approach. A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.'*
- 8.1.4. Collectively these changes were viewed as being of public interest, having been identified through feedback at consultation and during the ongoing design and engineering considerations. As such, the Applicant, decided the 35 proposed changes to the DCO Proposed Development merited further non-statutory consultation.

8.2. METHOD AND TIMING OF TARGETED CONSULTATION

- 8.2.1. The proposed approach to undertaking the targeted consultation was agreed with CWCC and FCC (see **Appendix L1**).
- 8.2.2. The proposed changes were consulted on in three separate rounds. The first round (17 June to 19 July 2022) covered 24 localised changes along the whole route. Section 42(1)(a), Section 42(1)(b) and Section 42(1)(d) consultees, including Regulation 11(c) consultees listed in the Scoping Opinion, were informed of the consultation by letter or, if they had previously expressed a preference for it, by email. Section 47 consultees were also contacted by letter and by email.

- 8.2.3. The second round of changes (25 June 2022 to 25 July 2022) detailed six of the changes to the Order Limits made during round one of targeted consultation. A letter was sent to all Section 42(1)(d) stakeholders within the consultation zone with this additional information. This gave further information about the Order Limits and extended the period of time they had to respond to 25 July, the letter is provided in **Appendix L2**).
- 8.2.4. The third round of changes (22 July to 22 August 2022) covered five changes made either as a result of requests made during the consultation or due to engineering requirements. A letter (see **Appendix L10**) was sent to Section 42(1)(d) consultees affected by the changes with this additional information. The Applicant also emailed the Lead Local Flood Authorities and Highway authorities for FCC and CWCC, as provided in **Appendix L2**).
- 8.2.5. To ensure consultees could provide feedback to the targeted consultation, all consultees were sent a link to the consultation hub webpage, where they could either complete the feedback form or submit their feedback by email to the project team using the details provided on the website and in the consultation materials.
- 8.2.6. All consultation materials contained the following information;
- Website address - hynethub.co.uk website;
 - Freepost address, - FREEPOST HYNET NORTH WEST;
 - Phone number – 0203 116 5919; and
 - Email address info@hynet.co.uk.

8.3. **ROUND 1, 17 JUNE TO 19 JULY 2022**

- 8.3.1. A total of 24 localised changes to the DCO Proposed Development were consulted on. The changes included amendments to the Order Limits at the AGI, BVSs and the proposed CO₂ pipeline and changes to improve constructability, access and drainage.
- 8.3.2. The 24 changes are described in **Table 8.1**.

Table 8.1 - Description of the Proposed Changes Consulted on in Round 1

Proposed Change	Location
1. Ince Above Ground Installation (AGI) moved within same area of land	Elton Lane, Ince, CH2 4LB
2. Relocation of construction compound away from residential properties	A5117/Cryers Lane, Elton, CH2 4LI
3. Extension of order limits to realign pipeline corridor	Cryers Farm, Cryers Lane, Thornton-le-Moors, CH2 4LH

Proposed Change	Location
4. Extension of order limits to realign pipeline corridor	M53, Wervin, CH2 4HG
5. Extension of order limits to realign pipeline	Liverpool Road, Backford, CH1 6PF
6. Refining order limits and addition of new access from Station Road	Land east of Holly Cottage, Station Road, Backford, CH1 6NT
7. Inclusion of Network Rail access track from Station Road	Station House, Station Road, Backford, CH1 6NT
8. Revised access point from public highway	The Briars, Overwood Lane, Mollington, CH1 6JA
9. Extension of order limits and additional access	Land at Oak Cottage Lower Aston Hill BVS Lane, Hawarden, CH5 3EY
10. Additional access track from Lower Aston Hill BVS	59 Lower Aston Hill BVS Lane, Hawarden, CH5 3EX,
11. Extension of order limits to accommodate revised pipeline route	Gentone Village Road, Northop, CH7 6HS
12. Relocation of Flint Above Ground Installation (AGI) to adjacent field	Country Cottage Allt-goch Lane, Northop, CH7 6DL
13. Removal of Coed-y-Cra Block Valve Station (BVS)	Land North of T H Stephenson, Flint, CH6 5RA
14. Revision of order limits to avoid overhead power lines and create highway access at Pentre Halkyn Block Valve Station (BVS)	Land at Glan Llyn Isaf Lixwm Road, Brynford, CH8 8LR
15. Extension of order limits to allow additional landscape mitigation (planting) at Pentre Halkyn Block Valve Station (BVS)	Land at Glan Llyn Isaf Lixwm Road, Brynford, CH8 8LR
16. Revision of order limits for constructability reasons and to create highway access at Babell Block Valve Station (BVS)	Foel Dda Bach Racecourse Lane, Babell, CH8 8PS
17. Extension of order limits to include new field and improve Church Lane passing.	Land South of Holly House Old Aston Hill, Ewloe, CH5 3AH

Proposed Change	Location
18. Extension of order limits to accommodate pipeline rerouting.	Lea Farm Station Road, Mollington, CH1 6NT
19. Inclusion of land at Wood Farm to include a construction compound and access from public highway	Uned 6 Deeside Lane, Sealand, CH5 2LQ
20. Southbound extension of order limits to include drainage channel and working area connecting to an existing water course	Higher Inlooms, Chorlton Lane, Poplarhall, Cheshire, CH2 4BN
21. Eastbound extension of order limits to include existing drainage channel and existing pond	The Briars, Overwood Lane, Mollington, Cheshire, CH1 6JA
22. Southbound extension of order limits by North Wales Expressway to include watercourse	Adjacent to Village Road, Northop Hall, A55, Northop Hall, Flintshire, CH7 6HS
23. Eastbound extension of order limits to include an existing drainage channel	Bryn Ffuan, Allt-Goch Lane, Northop, Flintshire, CH7 6DL
24. Westbound extension of order limits to include drainage channel and working area for connection to watercourse	Fernside Cottage, Nant Road, Flint, Flintshire, CH8 8BD

- 8.3.3. The Applicant created a dedicated page on the online consultation hub [REDACTED] detailing the changes. The changes proposed in the first round were published on the HyNet hub [REDACTED] 17 June 2022. Screenshots of this can be found in **Appendix L6**.
- 8.3.4. Non-prescribed groups were also informed by email. Site notices were displayed at each location and checked weekly throughout the consultation period. See **Appendix L1, L2, L3 and L4**).
- 8.3.5. All consultees could fill in a survey to give feedback on any of the 24 changes, as well as any comments on the wider HyNet development.
- 8.3.6. The Applicant sent a letter to all Section 42(1)(a) and Section 42(1)(b) stakeholders who can be found in **Appendix E1** and **E2**. This letter was sent on 16 June 2022. A copy of this letter can be found in **Appendix M1**. This letter was sent in both English and Welsh.

- 8.3.7. The Applicant sent letters to all Section 42(1)(d) stakeholders with a land interest in areas of the DCO Proposed Development proposed to change, who can be found in **Appendix E3**. Letters were sent on 16 June 2022. Copies of the letters can be found in **Appendix L2**. The letters were sent in English and in Welsh.
- 8.3.8. An email was sent to S47 consultees on 16 June 2022. A list of these stakeholders can be found in **Appendix E4**. A copy of this email can be found in **Appendix L3**.
- 8.3.9. All materials were available in different formats. There was one request for the information to be translated into a large print format, which was duly provided.

8.4. **ROUND 2, 25 JUNE TO 25 JULY 2022**

- 8.4.1. The six changes consulted on during the second round of targeted consultations detailed changes in the Order Limits detailed in round one of the targeted consultations. The Order Limits were also systematically reduced along the pipeline route, to remove land that was no longer considered to be required to facilitate the development of the pipeline. The Applicant wrote to provide relevant Section 42(1)(d) consultees with greater details on the proposed changes and extended the window for responses until 25 July 2022. A copy of the letter can be found in **Appendix L2**.
- 8.4.2. The six changes are described in **Table 8.2**.

Table 8.2 - Description of the Proposed Changes Consulted on in Round 2

Proposed Change	Location
Gladstone Way Order Limits - reduce the Order Limits on Gladstone Way. We also propose to extend the Order Limits onto the private access track for 141 Gladstone Way to allow access from public highway to pipeline corridor.	*141 Gladstone Way, Hawarden, Flintshire, CH5 3HE
Beeches Farm Order Limits extension - propose extending the Order Limits to avoid an existing agricultural building within the land parcel. The Order Limits will retain the existing access track and extend to the south from the public highway.	Beeches Farm B5129, Saltney Ferry, Flintshire, CH4 0BW
Rake Lane, Hawarden Order Limits extension - propose extending the Order Limits to the southeast to include an existing access track.	Corner Holding Rake Lane, Hawarden, Flintshire, CH5 3PN

Proposed Change	Location
Northop Hall Order Limits extension – proposed extension of Order Limits to include an existing track owned by Shell UK. The track falls between the Northop Hall Travelodge and fuel station.	A55, Northop Hall, Flintshire, CH7 6HF
Sandycroft Order Limits extension - propose extending the Order Limits to include an existing access which falls between Sandycroft Textile Service and Saint Francis Anglican Church.	Sandycroft Cleaners Chester Road, Sandycroft, Flintshire, CH5 2QW
Chester Service Station Order Limits extension - propose to extend the Order Limits to include the one-way internal road at Chester Service Station to allow safe access to the working area. The Order Limits include a section of the hardstanding parking area to allow for any construction storage/parking.	Chester Service Station, Elton, Cheshire, CH2 4QZ

**Table 8.2 refers to 141 Gladstone Way within the Gladstone Way Order Limits. This has subsequently been amended to Ashfield Farmhouse. The Table shows the information as it was sent to consultees during targeted consultation.*

- 8.4.3. All six changes were included in the amended Order Limits detailed in the first round. All Section 42(1)(d) consultees written to had previously been informed of the first round of targeted consultation. The Order Limit changes were available at www.hynethub.co.uk from 17 June 2022, the Applicant felt it would be helpful to give the relevant Section 42(1)(d) consultees more detail. The letter sent to all affected Section 42(1)(d) consultees on 24 June included the information shown in **Appendix L2**.
- 8.4.4. All consultees could fill in a survey to give feedback on any of the six changes, as well as any comments on the wider HyNet development.
- 8.4.5. The Applicant sent letters to all Section 42(1)(d) stakeholders with a land interest in areas of the DCO Proposed Development proposed to change, who can be found in **Appendix E3**. Letters were sent on 16 June 2022. Copies of the letters can be found in **Appendix L2**. The letters were sent in English, as all stakeholders had previously been invited to give feedback.
- 8.4.6. All materials were available in different formats. There were no requests for the information to be translated into alternative formats.

8.5. ROUND 3, 22 JULY TO 19 AUGUST

8.5.1. A third round covered five changes and ran from 22 July 2022 to 19 August 2022. The changes covered minor amends to the Order Limits which reflected the result of requests made during the consultation or engineering requirements.

8.5.2. The details of the changes can be found in **Table 8.3**.

Table 8.3 - Description of Proposed Changes Consulted on in Round 3

Proposed Change	Location
Cryers Lane Order Limits Extension - a small southbound extension of the Order Limits to the southern side of Cryers Lane, to deliver a safe and suitable access to the pipeline corridor and allow for the delivery of relevant traffic management measures.	Cryers Lane, Chester, Cheshire, CH2 4LQ, United
Sealand Road Order Limits Extension - extension of the order limits in both directions along Sealand Road from the entrance to Birchenfields Farm, to deliver a safe and suitable access to the pipeline corridor and allow for the delivery of relevant traffic management measures.	Sealand Road, Chester, Flintshire, CH1 6BS
Aviation Park Order Limits Extension - an extension of the order limits on both directions along the B5129 at the Aviation Park entrance, to deliver a safe and suitable access to the pipeline corridor and allow for the delivery of relevant traffic management measures.	Aviation Park Tredegar Road, Chester, Flintshire, CH4 0GZ
Nant Road Order Limits extension - an extension of the Order Limits to the west to include the existing watercourse.	Nant Road, Flint, Flintshire, CH8 8BD
Elton Lane Order Limits Extension - an extension of the Order Limits north to include the existing watercourse.	Elton Lane, Chester, Cheshire, CH2 4LB

8.5.3. A letter was sent to Section 42(1)(d) consultees and an email was sent to the Lead Local Flood Authorities and Highways Authorities for each local authority (CWCC and FCC) on 21 July 2022. Copies of the letter and email can be found in **Appendix L2**.

- 8.5.4. The letter was sent to all affected Section 42(1)(d) consultees and email sent to the Lead Local Flood Authorities and Highways Authorities for each local authority (CWCC and FCC) included details of the 5 changes listed in Table 8-3 above. Letters were sent in English and Welsh.
- 8.5.5. All consultees could fill in a survey to give feedback on any of the 5 changes, as well as any comments on the wider HyNet development.
- 8.5.6. The Applicant sent letters to all Section 42(1)(d) stakeholders with a land interest in areas of the DCO Proposed Development proposed to change, who can be found in **Appendix E3**. Letters were sent on 16 June 2022. Copies of the letters can be found in **Appendix L2**. The letters were sent in English and Welsh.
- 8.5.7. All materials were available in different formats. There were no requests for the information to be translated into a large print format.

8.6. SUMMARY OF RESPONSES TO TARGETED CONSULTATION

- 8.6.1. The number of responses to the three rounds of targeted consultation were:
- Round one: 46 responses;
 - Round two: 0 responses; and
 - Round three: 5 responses.
- 8.6.2. Responses noting that the consultation has been received and considered, and that no substantive response was considered to be required were received from:
- NATS;
 - rECOrd;
 - Yorkshire Water;
 - Vodafone;
 - CA Telecom;
 - North Wales Fire and Rescue Service;
 - National Rail;
 - Environmental Public Health;
 - National Grid;
 - SP Energy Networks;
 - Canal and River Trust;
 - Historic England;
 - MFA Marine Consents;
 - Health and Safety Executive;
 - The Coal Authority;

- Natural Resources Wales;
- Royal Mail;
- Gamma;
- CWCC;
- Welsh Government;
- UK Health Security Agency;
- Northern Gas Networks;
- Cheshire Constabulary;
- Airbus Operations Limited; and
- Three S42(1)(d) landowners/tenants

8.6.3. **Table 8.4** shows how the Applicant has had regard for feedback to the targeted consultation.

Table 8.4 - Summary of Feedback Received in Targeted Consultations and the Applicant's Response to Them

Reference	Comment	Response	Change (Yes / No)
T-1a	Concerns around Church Lane and Old Aston Hill involve more complicated routing.	<p>The change in routing has been implemented for a variety of reasons, including:</p> <ul style="list-style-type: none"> • Reducing construction interfaces with the A494 crossing by taking a more direct perpendicular route underneath; • Avoiding significant tree loss next to the A494 by realigning the pipeline through fields instead of woodland; • Reducing the complexity of the Church Lane crossing by halving the length of the tunnelled section; • Allowing greater separation distance between the pipeline and properties along Church Lane. <p>The revised route has been identified to address the challenges posed by the original option.</p>	Yes
T-1b	Is the work connected to planning application 062820?	<p>The planning application referenced (062820) has been submitted by a separate private developer and is currently under consideration. The Applicant has no control over the determination of that application but would work with the landowner to reach an agreement if possible or exercise compulsory acquisition powers if necessary.</p>	No

Reference	Comment	Response	Change (Yes / No)
		The proposed HyNet CO ₂ pipeline route includes the same parcel of the land as 062820 but would require some adjustments to the current proposed development subject to the planning application in order to mitigate for the pipeline route. The Applicant has also retained land at the site of the planning application 062820 as an access point from Old Aston Hill to enable the DCO Proposed Development to be delivered.	
T-2	NATS anticipates no impact from the proposal and has no comments to make on the required design changes.	The Applicant notes this response.	No
T-4	Question of whether the information received is linked to any applications? And a request for the project reference.	HyNet partners are undertaking work on their respective sites which will facilitate and make use of the HyNet CO ₂ pipeline when it is fully operational. These proposals have been submitted independently by our partners, and are not directly associated with HyNet's proposed application for development consent for the CO ₂ pipeline (other applications solely related to hydrogen are also in process under the HyNet banner). Linked to the CO ₂ pipeline in England other proposals include a hydrogen production facility (21/04091/FUL) being developed by Vertex Hydrogen, and a BioSNG Renewable Fuels Facility (21/04076/FUL) that is being undertaken by Peel NRE Ltd.	No

Reference	Comment	Response	Change (Yes / No)
T-5	Proposed boundary lines may fall within <i>the consultee's</i> assets. Is this the case? Please confirm.	All <i>consultee</i> owned assets fall outside the Order Limits of the proposed project. The Order Limits are the outer limits within which the CO ₂ pipeline would be constructed and operated, including the pipeline corridor and any temporary working areas that would be required to install the pipeline, such as access routes and construction compounds.	No
T-6	The consultee refers to Item 19 – Inclusion of land at Wood Farm, Deeside Lane to include the construction compound and access from the public highway <i>The consultee</i> has asked HyNet to clarify on the AGIs if they are needed for venting. Is the CO ₂ as contained going to endanger people during venting and from potential leaks	The health effects of venting have been considered within Section 6.7 of the PEIR (the non-technical Summary of the PEIR is available in Appendix J) and have been investigated and reported in Chapter 6 (Air Quality) of the ES (Document reference: D.6.2.6) It has been concluded that there are minimal risks to health, should venting need to occur. If required, the AGIs will only be used for minor venting during maintenance activities but will not be used for venting of the onshore pipeline system.	No
T-7	Looking at the latest map it would appear that the pipeline runs close to the Briars on Overwood Lane in Mollington, would access be affected by the pipeline?	The land parcel identified falls outside of the Order Limits and access will not be impacted. The Order Limits are the outer limits within which the CO ₂ pipeline will be constructed and operated, including the pipeline corridor and any temporary working areas that would be required	No

Reference	Comment	Response	Change (Yes / No)
		to install the pipeline, such as access routes and construction compounds.	
T-8a	<p>We are in receipt of your letters relating to additional consultation on 6 order limit arrangements.</p> <p>What effect will there be on 1. Gladstone Way Order Limits.</p> <p>From the map it looks like the pipeline will be going through the driveway, for some reason your details state "private access track for 141 Gladstone Way", however the address is known as Ashfield Farmhouse.</p>	The Applicant notes that the Order Limits would impact the access to the consultee's address and the known name. The property and access would not be impacted by the physical pipeline with access only required over the driveway ensuring that access to the property is maintained throughout the construction of the proposed pipeline.	No
T-8b	Will there be compensation for disruption (including impact on garden, hedging, trees, driveway etc) Will the driveway be put right once works are completed? How long would the disruption last?	Compensation for disruption will be assessed on a case-by-case basis, where a proven loss is evidenced then compensation will be paid. It is anticipated at the construction will last for approximately three months. The garden/hedging/trees would not be impacted as the driveways would only be used as access to accommodate construction. Should any damage occur to the driveway as a result of the construction access, the drive would be reinstated to its previous condition as per the initial schedule of condition. Furthermore, the Applicant would ensure that access to all residential	No

Reference	Comment	Response	Change (Yes / No)
		properties is maintained throughout the construction of the proposed pipeline.	
T-8c	Would like to understand what works exactly are being undertaken on the registered land.	The works in this location do not impact the land registered under title (CYM408846) and is likely to only impact the access to the property.	No
T-8d	A Company uses out-buildings at the same address, they require daily access rights and it would appear that they have not / are not receiving any letters from HyNet.	The Applicant has undertaken due diligence to contact both owners and tenants.	No
T-9	This proposed change will result in the order limits in this area moving immediately adjacent an area of irreplaceable Ancient and Semi-natural Woodland (ASNW). Development in close proximity to ASNW can result in damage and degradation and therefore we strongly object to the proposed change in this location.	The Proposed DCO Development avoids all direct loss on areas classified as ancient woodlands. Root Protection Areas (RPA) will be afforded to retained trees. Where encroachment within RPAs is required to facilitate construction, the advice of an Ecological Clerk of Works and arboriculturist will be sought to agree and implement sensitive working methods to protect retained trees. All construction and operational impacts have been assessed and reported within Chapter 9 (Biodiversity) and Chapter 12 (Landscape) (Document reference: D.6.2.9 and D.6.2.12) of the Environmental Statement.	No
T-10	Concern is the width of the road directly outside my house. The access to the	Access to centralised compounds will be taken from prescribed construction traffic routes. For each	No

Reference	Comment	Response	Change (Yes / No)
	compound will have vehicles which could be large lorries passing and there in not enough width for passing. There could be a one way system in place which would alleviate this.	compound, preferred route(s) will be identified based on a number of factors including their physical suitability to cater for the size, weight, and volume of HGV and LGV traffic forecast to access it. Where constraints are identified, such as sections where two-way passing of HGVs is not possible, mitigations measures are proposed. In this case, it is proposed to introduce a one-way system along Deeside Lane, along with temporary speed limit and hazard warning signage.	
T-11	<i>The consultee</i> does have apparatus within the vicinity of your proposed works.	The Applicant will have further discussions with <i>the consultee</i> regarding changes 3, 5 and 19.	No
T-12	We can confirm that <i>the consultee</i> does not have apparatus near the above location as presented on your submitted plan, if any development or scheme amendments fall outside the 50 metre perimeter new plans must be submitted for review.	The Applicant notes this response	No
T-14	Please find attached a response from <i>the consultee</i> to your statutory consultation under Section 42 of the Planning Act, your consultation dated 15 th June 2022.	The Applicant will continue to discuss with <i>the consultee</i> as required.	No

Reference	Comment	Response	Change (Yes / No)
T-15	Subject to the consideration of the points raised in our previous response (which are still relevant to the proposed changes) and the project being operated in line with current sector guidance and best available techniques (BAT), we have no grounds for objection based on the information provided.	The Applicant notes this response.	No
T-16	I have no further comments to make on behalf of <i>the consultee</i> in addition to those made in my response to the original Section 42 Consultation. The response dated 11 th March 2022 was made jointly on behalf of <i>the consultee</i> .	The Applicant notes this response.	No
T-17	There are a number of <i>consultee</i> assets in the area of the proposed development as revised. The key crossover points of interest to <i>the consultee</i> where there are existing high voltage 132kV and 33kV assets, which in some cases include the sites of the later proposed changes, are as follows: 1. North west Chester services 2. West of Backford	The Applicant will contact <i>the consultee</i> as required.	No

Reference	Comment	Response	Change (Yes / No)
	<p>3. Saughall</p> <p>4. Sealand Road</p> <p>5. South of River Dee</p> <p>6. South Queensferry</p> <p>7. Connah's Quay</p> <p>8. Halkyn</p> <p><i>The consultee</i> requires that these assets as maybe affected, are avoided in line with the stated safety clearances for overhead line and underground cable networks in both the construction and operation of the proposed development. The applicant is advised to contact <i>the consultee</i> to discuss proposed network options.</p> <p>These assets are also supported by the relevant land rights which would also be affected.</p> <p>Until details of the proposed impact on <i>the consultee's</i> assets can be clarified, <i>the consultee's</i> view is an assumption that some assets would be affected and as such objects to the proposals. <i>The consultee</i></p>		

Reference	Comment	Response	Change (Yes / No)
	would be pleased to see draft documents including overlay plans and proposed protective provisions, a draft Construction Environmental Management Plan and Works and Land Plans which detail the impact and / or avoidance of the proposals.		
T-18a	The Shropshire Union Canal may be impacted by these works as the pipeline would result in at least one crossing (underground) of the canal. <i>The consultee</i> has previously commented on the preferred option for the pipeline, most recently in our letter dated 18th March 2022 in which we set out we have no preference in terms of the route of the pipeline as all options required a crossing (underground) of the canal.	The Applicant notes this response.	No
T-18b	<i>The consultee</i> has reviewed the proposed amendments the subject of this consultation and have no specific comment to make on these. <i>The consultee's</i> interest primarily relates to amendment no.5; however this amendment does not appear to have altered the red line boundary which still abuts the	The canal protection measures will be developed by the appointed construction contractor at the detailed design stage. Engagement with <i>the consultee</i> will be undertaken on the proposed measures.	No

Reference	Comment	Response	Change (Yes / No)
	<p>offside of the Shropshire Union canal. Indeed, comparing the extent of the Order limits to the east of the A41 where the highway crosses the Shropshire Union canal as this point, the red line appears to have been reduced in terms of the boundary to the canal. In any case and as previously advised we would be interested to see and input into the canal protection measures that would be required to safeguard our assets during the works. In terms of the crossing of the Shropshire Union canal it would appear that the order limit boundary for the DCO corridor has been reduced, due to the preferred route option being decided (southern alternative). We welcome the reduction in the red line boundary in relation to the canal corridor crossing.</p>		
T-19	<p>The relocation of the construction compound at A5117/Cryers Lane, Elton, CH2 4LI (number 2 in the list included in your letter), would be beneficial for the historic environment in reducing the risk of direct impact upon the moated site, fishpond and connecting channel at Elton, which is</p>	<p>All construction and operational impacts have been assessed and reported within Chapter 8 (Cultural Heritage) (Document reference: D.6.2.8) of the Environmental Statement. A 30m buffer has been integrated into the Order Limits nearest to the Scheduled Monument to ensure the monument is not physically impacted by the proposed works. According to current</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>scheduled as an ancient monument (National Heritage List for England entry number 1012122). This was a particular concern expressed in our letter of 22 March 2022 on the initial consultation, where we stressed the need for the DCO Proposed Development to avoid direct impact upon this nationally important archaeological site. The comments made in that letter about the potential impact of de-watering upon this site remain relevant, however.</p>	<p>understanding, the radius of impact from de-watering within that area is not expected to reach the area of the Scheduled Monument and therefore is expected to have no impact on the remains.</p>	
T-20a	<p>The 24 changes and the DCO proposed development as a whole have been considered. The consultee would like to make you aware of the existence of historical colliery buildings on the Galchog site in Northop Hall. These buildings are of important historical significance to the village and members are keen to ensure that they are preserved and safeguarded and remain undamaged by any of the proposed development. From the plans, it appears that an AGI Above Ground</p>	<p>The Applicant has confirmed that the historical colliery buildings of the Galchog site fall outside the Order Limits and will not be directly affected by the DCO Proposed Development. The view to the north of the AGI is currently screened by existing vegetation and further vegetative screening is proposed as part of the DCO Proposed Development. As such it is considered that the setting of the colliery buildings will not be significantly impacted by the proposed construction. All construction and operational impacts have been assessed and reported within Chapter 8 (Cultural Heritage) (Document reference: D.6.2.8) of the Environmental Statement.</p>	No

Reference	Comment	Response	Change (Yes / No)
	Installation is planned to be sited in the near vicinity of the historical buildings.		
T-20b	<i>The consultee</i> is also aware of the existence of badger sets in the vicinity and trust that both the badger sets and other wildlife will not be damaged or disturbed.	A full methodology for the assessment of badgers across the entirety of the Order Limits has been provided within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) of the Environmental Statement (ES) for the Proposed Development. Badger surveys have been completed following best practice guidelines with the need for bait marking assessed on the basis of badger survey results and considered where required. Any setts recorded have been mapped and categorised in line with best practice guidelines. As the DCO Proposed Development, for the majority of its route, will result in short-term, temporary, localised impacts, potential impacts to badger and suitable supporting habitat are likely to be limited. This has, however, been assessed on a 'case-by-case' basis dependent on the results of the badger surveys, with further assessment and consideration given where required. Specific mitigation to safeguard badgers and their setts have been captured within the ES, with any protected species licensing requirements clearly captured.	No

Reference	Comment	Response	Change (Yes / No)
T-21	Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.	The Applicant can confirm that the DCO Proposed Development does not fall below the Mean High Water Springs mark.	No
T-22	Further to your consultation request I can confirm that <i>the consultee</i> has no further comments to make.	The Applicant notes this response.	No
T-23	Further to your notification of the 16 June 2022, as you will be aware following our comments to the Planning Inspectorate on the EIA Scoping request, parts of overall project site falls within the Development High Risk Area as defined by the Coal Authority. Therefore as part of any formal submission, the Environmental Statement will need to consider any risks from former coal mining activity to the proposed development. This may take the form of a Coal Mining Risk Assessment. The coal mining risks will need to be assessed by a competent body. Links to the relevant	A Coal Mining Risk Assessment has been produced and is appended to Chapter 11 (Land and Soils) (Document reference: D.6.2.11) of the ES. Due consideration has been added as mitigation at the design stage for avoidance of mine entries where practicable.	No

Reference	Comment	Response	Change (Yes / No)
	<p>professional institutions of competent bodies can be found at: https://www.gov.uk/planning-applications-coal-mining-risk-assessments.</p> <p>We would request that in the event that any mine entries are present where new build infrastructure is required, the layout affords due consideration of these mining features and avoids these areas where possible / practicable:</p> <p>https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries</p> <p>In the first instance it may be worth checking the project site boundary against the information held on the Coal Authority's Interactive Map Viewer: Interactive Map Viewer including the amendments identified within Section 4 of your consultation letter. If any area falls within the DHRA, then a variety of Coal Mining Report products will provide baseline information on coal mining legacy risks for the area which are available from www.groundstability.com or similar</p>		

Reference	Comment	Response	Change (Yes / No)
	service providers which can then be used to help inform the Coal Mining Risk Assessment.		
T-24a	<p>Air Quality</p> <p>1. Proposed Changes 11 (Extension of order limits to accommodate revised pipeline route) and 12 (Relocation of Flint Above Ground Installation (AGI) to adjacent field): It was initially stated that the operational venting of the manifolds and Pipeline Inspection Gauge (PIG) traps could give rise to Carbon Dioxide and Hydrogen Sulphide (maximum 5ppm) releases, but these would be infrequent and only arise due to planned maintenance, which we considered to be reasonable. However, if any venting activities are required at the above new locations, we advise that the potential impact at any nearby sensitive receptors, not considered previously, may need to be assessed.</p> <p>2. Our previous comments (dated 22/03/22) were based on the information provided at the time. If the working area/location/size of</p>	<p>Chapter 6 (Air Quality) (Document reference: D.6.2.6) of the Environmental Statement (ES) assesses the impacts associated with the DCO Proposed Development including all the changes that were subject to the additional consultations.</p> <p>Dispersion modelling of hydrogen sulphide during pigging campaigns and manifold venting at the AGIs has been undertaken. The results of this modelling predict concentrations of H₂S at receptors in the vicinity of the AGIs and are then compared to the relevant thresholds.</p>	No

Reference	Comment	Response	Change (Yes / No)
	the equipment/operation of the site alters as a result of any of these proposed changes, then the reports we initially reviewed relating to Air Quality, dust and Hydrogen Sulphide should be reviewed/updated where appropriate.		
T-24b	Climate Resilience 3. With regards to climate resilience, we have no further comments to make on the proposed changes.	The Applicant notes this response	No
T-24c	Biodiversity 4. Proposed Change 12 (Relocation of Flint Above Ground Installation (AGI) to adjacent field): We advise that due consideration should be given to any protected species and potential protected species mitigation requirements associated with this work. 5. Proposed Changes 14 (Revision of order limits to avoid overhead power lines and include public highway access at Pentre Halkyn Block Valve Station (BVS)), 15 (Land at Glan Llyn Isaf Lixwm Road, Brynford, CH8 8LR) and 16 (Revision of order limits to	A full methodology for the assessment of protected species and designated sites across the entirety of the Order Limits has been provided within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) of the ES for the DCO Proposed Development. Surveys have been completed following best practice guidelines to identify likely impacts on such receptors. As the DCO Proposed Development, for its majority will result in short term, temporary, localised impacts, potential impacts to protected species and suitable supporting habitat are likely to be limited. Each of the locations listed has been assessed on a 'case-by-case' basis dependent on the results of the surveys, with further assessment and consideration given where required. Specific mitigation to	No

Reference	Comment	Response	Change (Yes / No)
	<p>allow public highway access at Babell Block Valve Station (BVS)): We advise that these changes consider any potential impacts to the Halkyn Mountain Special Area of Conservation (SAC) and Halkyn Common and Holywell Grasslands Site of Special Scientific Interest (SSSI), which are within approximately 250m of Changes 14 and 15 and 800m of Change 16at their closest.</p> <p>6. From a fisheries perspective, we have no comments to make on the proposed changes</p>	safeguard protected species has been captured within the ES, with any protected species licensing requirements clearly identified.	
T-24d	<p>Land and Soils</p> <p>7. With regards to land and soils, we have no further comments to make on the proposed changes.</p>	The Applicant notes this response.	No
T-24e	<p>Landscape and Visual</p> <p>8.We have previously agreed that the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (AONB) could be scoped out of the EIA due to the distance from and nature of the proposed development. We note the proposed</p>	The Applicant notes this response.	No

Reference	Comment	Response	Change (Yes / No)
	changes and have no further comments to make regarding the AONB.		
T-24f	<p>Water Resources and Flood Risk Water Resources</p> <p>9. Regarding the marine environment Proposed Changes 19 (Inclusion of land at Wood Farm to include a construction compound and access from a public highway) and 23 (Eastbound extension to Order Limits to accommodate a connection to an existing drainage channel) are the most relevant changes, particularly potential run-off through watercourses entering into marine protected sites. This should therefore be taken into consideration, as previously advised for the whole project. We note the previous reference to completing sediment management plan and welcome the opportunity to review this as part of the DCO submission.</p> <p>10. We note that there is now a proposed opencut crossing of Alltami Brook and are currently engaged in discussions with the applicant regarding this as we have</p>	<p>Potential impacts to the marine environment (Dee Estuary) have been assessed in Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the Environmental Statement (ES). This includes impacts of any sediment mobilised during the construction phase which could be transported to this receptor. Measures to control these potential impacts are listed in the Outline Construction Environmental Management Plan (Outline CEMP) (Document reference: D.6.5.4)</p> <p>Chapter 18 of the ES assesses the construction and operational impacts associated with flood risk and water resources. The Applicant is engaging with the consultee to reach agreement where concerns have been raised regarding Alltami Brook.</p>	No

Reference	Comment	Response	Change (Yes / No)
	concerns about the method and its justification.		
T-24g	<p>Flood Risk</p> <p>11. Proposed Change 19 (additional construction compound on land near Wood Farm): As explained in our previous response (dated 22/03/22), the Flood Consequences Assessment (FCA) should outline whether any proposed stockpiling of material/waste would be needed at the compound during the construction phase, and if so, what the impact of this would be on flood risk elsewhere.</p>	<p>The Flood Consequences Assessment (Document reference: D.6.3.18.5) does not assess potential impacts to flood risk during the construction phase. These potential impacts are assessed in Chapter 18 of the ES. The presence of stock piles and locations of the compounds has been considered in this assessment.</p>	No
T-24h	<p>12. It is not clear from the updated boundary where the compound would be sited. It should be ensured that the establishment of a compound does not prohibit <i>the consultee's</i> access to any Main Rivers. Therefore, we advise that the compound should be at least 8 metres away from Sealand Main Drain/Yew Tree Drain.</p>	<p>The Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) outlines various essential mitigation to be adopted as part of the DCO Proposed Development, including a sediment management plan and providing an 8m exclusion zone from main rivers where practicable. The requirement for <i>the consultee</i> to access Main Rivers and to site the compounds 8m away from Main Rivers will be considered further pre-construction.</p>	No

Reference	Comment	Response	Change (Yes / No)
T-24i	13.From a flood risk perspective, we have no comments on any of the other proposed changes. However, we advise that the Lead Local Flood Authority (LLFA) may be interested in Change 24 which includes a new proposed connection to an ordinary watercourse	The LLFA's have been included within the consultation regarding the changes to Change 24.	No
T-25	As the information outlined in the consultation documents only provides estimates of the additional vehicular trips generated with no supporting evidence, there remains insufficient detail available in relation to the scheme to assess any potential impact to <i>the consultee's</i> assets. Therefore, <i>the consultee</i> wishes to reserve its position to submit a consultation response/s at a later stage in the consenting process and give evidence at any future Public Examination, if required.	The Applicant notes this response.	No
T-26	Having examined our records, I can confirm that <i>the consultee</i> has no owned apparatus within the search area of your proposed Works.	The Applicant notes this response.	No

Reference	Comment	Response	Change (Yes / No)
T-27	<p>A section of the proposed HyNet North West Carbon Dioxide Pipeline (“Hynet CO₂ Pipeline”), and it’s associated Above Ground Installation (“AGI”), equipment yard, and access road fall within land owned by <i>the consultee</i>, and within the consented development site, and its future planned expansion land. We submitted representations in March as part of the statutory consultation in relation to this part of the HyNet CO₂ Pipeline Project. Whilst some of these have been taken into account in the latest proposed changes identified in under item 1 of the letter dated 15th June, we note that our comments in relation to the proposed access have not.</p> <p>In our representations in March, we stated that the proposed access for HyNet conflicted with the planning <i>the consultee’s site</i> development and that an alternative access should be considered.</p> <p>Since providing this feedback, we have now received planning consent for <i>the consultee’s site</i> and as such, the access</p>	<p>The Applicant welcomes the comments from <i>the consultee</i> that they are wholly supportive of the principle of the HyNet project and the CO₂ pipeline. The Applicant will continue to work with <i>the consultee</i> to assess and progress on a voluntary basis-an alternative access route to avoid any potential conflict with the consented development at <i>the consultee’s site</i> and planned future expansions. The offer to progress a mutually acceptable route would align with the new layout now consented rather than the current existing route and will seek to progress this as soon as practicable. Following those discussions, the Order Limits will be reviewed as required.</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>which you continue to show under item 1 in the letter of 15th June 2022 will be removed in due course.</p> <p>For clarity, we have provided below an extract from your letter showing the proposed redline area through which you are proposing access. I have also provided an extract from the approved plans for <i>the consultee</i> which show that this route will no longer be available.</p>		
T-28a	<p>Ince Above Ground Installation (AGI) moved within same package of land.</p> <p>The location for the AGI at Elton Lane, Ince, lies within Flood Zone 2 & 3 on the Environment Agency's Flood Risk Map for planning. As such, we would advise that the location of the AIG is examined and considered in detail within the development's Flood Risk Assessment (FRA) for the pipeline, including full compliance and justification under the National Planning Policy Framework (NPPF) and also includes all necessary protection and mitigation measures –including</p>	<p>Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES assesses the construction and operational impacts associated with flood risk and water resources. The operational impacts are assessed in greater detail in the Flood Risk Assessment (Document reference: D.6.3.18.4) which complies with the NPPF. The flood risk mitigation measures are also documented in the Flood Risk Assessment. The points raised shall be taken into further consideration within the Contractor's Construction Environmental Management Plans and the selected construction methodology. There are no plans to cross East Central Drain 2.</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>compensatory flood storage where necessary. The AGI is now proposed to be much closer to East Central Drain 2, which is a designated 'main river.' There must be an adequate undeveloped buffer zone of at least 8 metres between the AGI fence line and the bank top of this watercourse because we have records of legally protected water vole (<i>Arvicola amphibius</i>). The site is within the Frodsham, Helsby & Ince Marshes Local Wildlife Site and we would expect to see sufficient mitigation and compensation for habitat loss and damage.</p>	<p>The Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) includes an exclusion zone of 8m from Main Rivers where practicable.</p> <p>A full methodology for the assessment of protected species, including water voles, and designated sites across the entirety of the Order Limits has been provided within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) of the ES for the Proposed Development. Surveys have been completed following best practice guidelines to identify likely impacts on such receptors. As the DCO Proposed Development, for its majority will result in short term, temporary, localised impacts, potential impacts to protected species and suitable supporting habitat are likely to be limited. This has however, been assessed on a 'case-by-case' basis dependent on the results of the surveys, with further assessment and consideration given where required. Specific mitigation to safeguard protected species has been captured within the ES, with any protected species licensing requirements clearly identified.</p> <p>The impact of construction work has been assessed and appropriate mitigation measures developed and prescribed within the REAC (Document reference: D.6.5.1) and Chapter 9 (Biodiversity) (Document</p>	

Reference	Comment	Response	Change (Yes / No)
		<p>reference: D.6.2.19) and Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES, particularly for aquatic and riparian receptors. Mitigation will include, for example: fish rescues during the establishment of dry works areas; proactive pollution prevention management; prioritisation of works outside sensitive seasonal periods, or application for exemptions or permits to facilitate works; reducing the working width of the open-cut section to as minimal as possible; pre-construction surveys for riparian species (e.g. otter and water vole); and reinstatement of habitats post construction.</p>	
T-28b	<p>Extension of order limits to realign pipeline corridor. The location of the works at Cryers Lane, Thornton le Moors lies close to Flood Zone 2 & 3 on the Environment Agency's Flood Risk Map for planning. As such, we would advise that the location of the works is examined and considered in detail within the development's FRA for the pipeline, including full compliance and justification under the NPPF and also includes all necessary protection and mitigation measures –including compensatory flood storage where necessary. The Ince AGI to</p>	<p>Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES assesses the construction and operational impacts associated with flood risk and water resources. The operational impacts are assessed in greater detail in the Flood Risk Assessment (Document reference: D.6.3.18.4) which complies with the NPPF. The flood risk mitigation measures are also documented in the Flood Risk Assessment (Document reference: D.6.3.18.4). The points raised shall be taken into further consideration within the Contractor's Construction Environmental Management Plans and the selected construction</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>Stanlow AGI pipeline appears to adversely affect Gale Brook, which is a designated 'main river.' Any temporary or permanent works would be subject to the need for a Flood Risk Activity Permit under the Environmental Permitting Regulations from the Environment Agency. Where the pipeline runs parallel to this watercourse, there must be an adequate undeveloped buffer zone of at least 8 metres between the proposed development and the bank top because we have records of legally protected water vole (<i>Arvicola amphibius</i>). Where the pipeline crosses this watercourse, we advise that this should be via horizontal directional drilling, to reduce the impacts on this wildlife corridor.</p>	<p>methodology. All required permits, licenses and consents will be sought in advance of the works.</p> <p>The Register of Environmental Actions and Commitments (REAC) (Document reference: D.6.5.1) includes an exclusion zone of 8m from Main Rivers where practicable.</p> <p>A full methodology for the assessment of protected species and designated sites across the entirety of the Order Limits, including Cryers Lane and Gale Brook, has been provided within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) of the ES for the DCO Proposed Development. Surveys have been completed following best practice guidelines to identify likely impacts on such receptors. As the DCO Proposed Development, for its majority will result in short term, temporary, localised impacts, potential impacts to protected species and suitable supporting habitat are likely to be limited. This has however, been assessed on a 'case-by-case' basis dependent on the results of the surveys, with further assessment and consideration given where required. Specific mitigation to safeguard protected species has been captured within the ES, with any protected species licensing requirements clearly identified.</p>	

Reference	Comment	Response	Change (Yes / No)
		Horizontal directional drilling is not considered practical at this location and therefore the Applicant proposed to use open-cut. Other mitigations will be applied to minimise the impact on wildlife. Where open-cut trenching is to be utilised, the potential impacts as a result of this method have been assessed and appropriate mitigation measures developed and prescribed within the REAC (Document reference: D.6.5.1) and Chapter 9 (Biodiversity) (Document reference: D.6.2.19) and Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES , particularly for aquatic and riparian receptors. Mitigation will include, for example: fish rescues during the establishment of dry works areas; proactive pollution prevention management; prioritisation of works outside sensitive seasonal periods, or application for exemptions or permits to facilitate works; reducing the working width of the open-cut section to as minimal as possible; pre-construction surveys for riparian species (e.g. otter and water vole); and reinstatement of habitats post construction.	
T-28c	The location of the works at Liverpool Road, Backford lies within Flood Zone 2 & 3 on the Environment Agency's Flood Risk Map for planning. As such, we would advise that the location of the works is examined and	Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES assesses the construction and operational impacts associated with flood risk and water resources, including the area of the works at Liverpool Road, Backford. The operational	No

Reference	Comment	Response	Change (Yes / No)
	<p>considered in detail within the development's FRA for the pipeline, including full compliance and justification under the NPPF and also includes all necessary protection and mitigation measures –including compensatory flood storage where necessary. The Stanlow AGI to Flint AGI pipeline will cross Brislington Brook, which is a designated 'main river.' Any temporary or permanent works would be subject to the need for a Flood Risk Activity Permit under the Environmental Permitting Regulations from the Environment Agency. We advise that this crossing is made via horizontal directional drilling, to reduce the impacts on this wildlife corridor</p>	<p>impacts are assessed in greater detail in the Flood Risk Assessment (Document reference: D.6.3.18.4) which complies with the NPPF. The flood risk mitigation measures are also documented in the Flood Risk Assessment (Document reference: D.6.3.18.4). The points raised shall be taken into further consideration within the Contractor's Construction Environmental Management Plans (CEMP) and the selected construction methodology. All required permits, licenses and consents will be sought in advance of the works. The Register of Environmental Actions and Concerns (REAC) (Document reference: D.6.5.1) includes an exclusion zone of 8m from Main Rivers where practicable. The construction methods and overarching details of how the environment will be managed during construction works will be provided in the Outline Construction Environment Management Plan (Outline CEMP) (Document reference: D.6.5.4).</p> <p>Horizontal directional drilling is not considered practical at this location and therefore the Applicant proposed to use open-cut. Other mitigations will be applied to minimise the impact on wildlife. Horizontal directional drilling is not considered practical at this location and therefore the Applicant proposed to use open-cut. Other mitigations will be applied to minimise the impact on wildlife. Where</p>	

Reference	Comment	Response	Change (Yes / No)
		<p>open-cut trenching is to be utilised, the potential impacts as a result of this method have been assessed and appropriate mitigation measures developed and prescribed within the REAC (Document reference: D.6.5.1) and Chapter 9 (Biodiversity) (Document reference: D.6.2.19) and Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES, particularly for aquatic and riparian receptors. Mitigation will include, for example: fish rescues during the establishment of dry works areas; proactive pollution prevention management; prioritisation of works outside sensitive seasonal periods, or application for exemptions or permits to facilitate works; reducing the working width of the open-cut section to 16 metres; pre-construction surveys for riparian species (e.g. otter and water vole); and reinstatement of habitats post construction. The Brook will be subject to a bespoke assessment to inform the location of the pipe to minimise the impact of the construction work and inform the design of the permanent works installed as a part of the reinstatement of the watercourse after the pipe is laid.</p>	
T-28d	The location of the works at Land east of Holly Cottage, Station Road, Backford lies close to Flood Zone 2 & 3 on the Environment Agency's Flood Risk Map for	<p>Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES assesses the construction and operational impacts associated with flood risk and water resources, including the land east of</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>planning. As such, we would advise that the location of the works is examined and considered in detail within the development's FRA for the pipeline, including full compliance and justification under the NPPF and also includes all necessary protection and mitigation measures –including compensatory flood storage where necessary. In the southern section, the proposed access road appears to be in close proximity to Brislington Brook (main river). Any temporary or permanent works would be subject to the need for a Flood Risk Activity Permit under the Environmental Permitting Regulations from the Environment Agency. There must be an adequate undeveloped buffer zone of at least 8 metres between the proposed development and the bank top of this watercourse to protect this wildlife corridor</p>	<p>Holly Cottage, Station Road, Backford. The operational impacts are assessed in greater detail in the Flood Risk Assessment (Document reference: D.6.3.18.4) which complies with the NPPF. The flood risk mitigation measures are also documented in the Flood Risk Assessment (Document reference: D.6.3.18.4). The points raised shall be taken into further consideration within the Contractor's Construction Environmental Management Plans and the selected construction methodology. All required permits, licenses and consents will be sought in advance of the works.</p> <p>The Register of Environmental Actions and Commitments (Document reference: D.6.5.1) includes an exclusion zone of 8m from Main Rivers where practicable.</p> <p>A full methodology for the assessment of protected species and designated sites across the entirety of the Order Limits has been provided within Chapter 9 (Biodiversity) (Document reference: D.6.2.9) of the ES for the DCO Proposed Development. Surveys have been completed following best practice guidelines to identify likely impacts on such receptors. As the DCO Proposed Development, for its majority will result in short term, temporary, localised impacts, potential impacts to protected species and suitable supporting habitat are</p>	

Reference	Comment	Response	Change (Yes / No)
		likely to be limited. This has however, been assessed on a 'case-by-case' basis dependent on the results of the surveys, with further assessment and consideration given where required. Specific mitigation to safeguard protected species has been captured within the ES, with any protected species licensing requirements clearly identified.	
T-29	The proximity of the works and access in the vicinity of the Scheduled (SM1012122) medieval moat to the east of Cryers Lane, Elton should remain a consideration.	Chapter 8 (Cultural Heritage) (Document reference: D.6.2.8) of the ES assesses the construction and operational impacts associated with cultural heritage. The Applicant will ensure that the medieval moat SM1012122 remains a consideration. The potential impacts to the setting and any associated remains are considered in full within the historic environment desk-based assessment (Document reference: D.6.3.8.1) and ES. Direct physical impacts on the Scheduled Monument are not expected as a result of a 30m distance between the Order Limits and the boundary of the Scheduled Monument.	No
T-30a	It is noted that the order limit has been amended to totally avoid the LDP Housing Allocation HN1.7 in Ewloe which is welcomed.	The Applicant notes this response	No

Reference	Comment	Response	Change (Yes / No)
T-30b	Contaminated land: the observations remain the same as highlighted in <i>the consultee's</i> response of 22 March 2022. The potential risks from land contamination to, or as a result of proposal need to be assessed, and where necessary, steps would need to be taken to address any unacceptable risk found during that assessment	An intrusive investigation has been undertaken and the results of this area included within Chapter 11 (Land and Soils) of the ES (Document reference: D.6.2.11)	No
T-30c	Ecology: Having looked at the revised route/proposals, there are no major ecological issues associated with the changes that would require additional surveys/assessments to those being undertaken. The exception to this is the construction compound at Wood Farm Sealand which is in proximity to the River Dee SSSI/SAC which will also require ecological assessment.	A full methodology for the assessment of designated sites across the entirety of the Order Limits has been provided within Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) which includes the ecological assessment of Wood Farm Sealand and likely impacts on the River Dee SSSI/SAC.	No
T-30d	With regards to change 11, this particular site and the others where there are woodlands, trees and hedgerows will need to be subject more detailed surveying and an Arboricultural Impact Assessment undertaken in accordance with	A preliminary Arboricultural Impact Assessment has been undertaken as part of the ES and is included within Chapter 9 (Biodiversity) of the Environmental Statement (ES) (Document reference: D.6.2.9) as part of the DCO application.	No

Reference	Comment	Response	Change (Yes / No)
	BS5837:2012. It is expected that the HyNet Team will be aware of this and probably have commenced more detailed surveying on the latest route. Which would be expected at the DCO submission stage. Where there are woodland, trees and hedgerows that would be affected by the new pipeline route, direct drilling would be an option provided the pipe is at least 1.5m below the existing surface which would take it below the rooting zone.	Woodland has been assessed within Chapter 9 (Biodiversity) of the ES (Document reference: D.6.2.9) with appropriate mitigation provided for any unavoidable losses of woodland through proposed mitigation planting. Areas of mitigation planting has been prioritised to tie into existing woodland and green corridors, thereby enhancing the existing landscape and woodland habitat across the route.	
T-30e	<i>The consultee</i> has no objection in principle to the changes proposed in Flintshire. <i>The consultee</i> is aware that the details of the temporary and permanent access points will be submitted at a later stage. For this reason there are no further comment from <i>the consultee</i> at this time.	The Applicant notes this response.	No
T-30f	The archaeological consultants for the scheme should include the 13 new areas of changes within Flintshire in their archaeological assessment, and state any impacts that may be identified from their assessments. It is understood the	Chapter 8 (Cultural Heritage) (Document reference: D.6.2.8) of the ES assesses the construction and operational impacts associated with cultural heritage. The Applicant will discuss the approach with CPAT. The new areas of change have been included within the desk-based Appendix 8-1 (Historic Environment Desk-based	No

Reference	Comment	Response	Change (Yes / No)
	archaeological assessment for the project is still ongoing. <i>The consultee</i> has received the geophysical survey report for comment. It appears there are a number of archaeological anomalies which will require further pre-determination investigation by trial trenching to inform appropriate mitigation. This will need to be done as soon as possible. <i>The consultee</i> is entering into further discussions with the archaeological consultants with regards to the geophysical survey results, and other potential mitigation. Ongoing assessments may result in the need for further assessment. This may, in turn may delay the DCO process which would need to programme in accordingly.	Assessment) (HEBDA) of the ES (Document reference: D.6.3.8.1) and remote sensing assessment. Ongoing discussions with CPAT will inform the scope of any archaeological work going forward.	
T-30g	The proposed access to the BVS at Northop would directly affect Public Footpath No. 4 in Northop. <i>The consultee</i> does not object to the proposal, but would like to seek assurances that the Liverpool Bay CCS Ltd is aware of this public footpath and ensures that access would be unrestricted during the construction, and then subsequently during	The Applicant confirms that the Applicant is aware of the public footpath and will work with Flintshire County Council to minimise the impact of construction on Public Footpath No. 4 via temporary diversion or closure. The Applicant confirms that there will be no access restriction during the operational phase. Chapter 17 (Traffic and Transport) (Document reference: D.6.2.17) of the ES	No

Reference	Comment	Response	Change (Yes / No)
	the operational phase following the development consent. The route would also likely need a temporary closure during works.	assesses the construction and operational impacts on PRow.	
T-30h	The access proposed would be via Public Bridleway No. 8 in Sealand and the compound would be south of the watercourse near to Wood Farm. The bridleway links Sealand Road (adopted highway) and Deeside Lane (which is only recorded as a public footpath), so equestrian use appears to be minimal, if any. However, it would seem that recently, more vehicles are trying to use this track, and if it is to become and an access to a compound, this will lead to a likely significant increase in vehicular use of the unmade track, and inevitably cause damage to the track. The track would need a legal temporary closure for it to be used by private vehicular usage for this scheme as an access track. If <i>the consultee</i> are to agree to the temporary closure as part of the HyNet project, and the track would be used as proposed, the entire bridleway between	The Applicant confirms that the route between Sealand Road and Deeside Lane will be subject to a dilapidation survey and made good following the construction phase. It is proposed to temporarily close of Public Bridleway No. 8 is included within the Outline Construction Traffic Management Plan (Document reference: D.6.5.4.2). Chapter 17 (Traffic and Transport) (Document reference: D.6.2.17) of the ES assesses the construction and operational impacts on PRow.	No

Reference	Comment	Response	Change (Yes / No)
	Sealand Road and Deeside Lane would be required to be resurfaced with tarmac. This would ensure the route is protected not just throughout this construction of the pipeline (and its usage as a compound/access), but also reduce the potential for further damage beyond the construction period. With regard to the remainder of the proposed alterations, there are no major concern with regard to the public right of way network.		
T-30i	It is noted that the area where the order limit has been widened is adjacent to an ancient woodland. The proposed amendment to the Order Limit however does not seemingly encroach into the ancient woodland which is welcomed.	The Applicant can confirm that the Order Limits do not encroach into ancient woodland.	No
T-30j	It is noted at this point the order limits have been reduced significantly which as a result avoid local wildlife sites: Aston Wetland and Seaview Wetland which is welcomed.	The Applicant confirms the Order Limits avoid the Local Wildlife Sites referred to.	No
T-30k	It is noted that the revised order limit also avoids overhead power lines which is welcomed.	The Applicant confirms the Order Limits avoid overhead power lines.	No

Reference	Comment	Response	Change (Yes / No)
T-30l	The extension to the order limits in this location is welcomed to provide additional screening mitigation for properties that are situated in close proximity to the proposed BVS. The proposed built development in this location is comparatively high in comparison to other development within the open countryside and also the historic landscape.	The Applicant notes this response.	No
T-30m	The Pentre Halkyn Blocked Valve Station lies within the Holywell Common and Halkyn Mountain Landscape of Outstanding Historic Interest as designated by Cadw. The proposed changes at point 14 would reduce the area required for the BVS at Pentre Halkyn which is welcomed as it would not encroach as much as the previous design in terms of encroaching on the historic landscape.	The Applicant notes this response.	No
T-30n	The proposed DCO Order Limit has been widened in this location to accommodate the change in position of the Flint AGI, and for access reasons. It is noted that the area where the order limit has been widened is adjacent to an ancient woodland. The	The Applicant notes this response.	No

Reference	Comment	Response	Change (Yes / No)
	proposed amendment to the Order Limit however does not seemingly encroach into the ancient woodland which is welcomed.		
T-31	We are keen to maintain regular discussions to have early sight of any matters which arise as the project progresses.	The Applicant will maintain regular discussions with <i>the consultee</i> .	No
T-32	<p><i>The consultee</i> requests that any new pipelines and associated infrastructure avoid damage to non-statutory sites of importance to nature conservation (aka: Local Wildlife Sites) as well as statutory sites (SSSI, SAC, SPA etc).</p> <p>Also, that damage and disturbance to Environment (Wales) Act 2016 Section 7 species and habitats (aka: Section 7 Priority Species and Habitats) is avoided or minimised, with appropriate mitigation as required.</p> <p>The North Wales local environmental records centre, Cofnod, should have all the information required to achieve this.</p>	<p>The Applicant confirms that the DCO Proposed Development will, where possible, seek to avoid damage to Local Wildlife Sites and statutory sites, and that damage and disturbance to Priority Species and Habitats, as defined in the Environment (Wales) Act 2016 Section 7 is avoided, minimised and appropriately mitigated. A full methodology for the assessment of protected species and designated sites across the entirety of the Order Limits has been provided within Chapters 9 (Biodiversity) (Document reference: D.6.2.9) of the ES for the DCO Proposed Development. Surveys have been completed following best practice guidelines to identify likely impacts on such receptors. As the DCO Proposed Development, for its majority will result in short term, temporary, localised impacts, potential impacts to protected species and suitable supporting habitat are likely to be limited. This has however, been assessed on a 'case-by-case' basis dependent on the results of the surveys, with further</p>	No

Reference	Comment	Response	Change (Yes / No)
		<p>assessment and consideration given where required. Specific mitigation to safeguard protected species has been captured within the ES, with any protected species licensing requirements clearly identified.</p> <p>The Applicant has requested and received records from Cofnod as part of the desk study exercise.</p>	
T-33	We have considered the available documentation and the 24 additional, localised changes to the project and can confirm we do not wish to raise any comments.	The Applicant notes this response	No
T-34	I'd like to understand how this will impact us, as homeowners of <i>an affected property</i> . Can someone contact me to discuss this?	Conversation with the consultee took place on the 23 June 2022 and a site meeting was due to take place on Monday 27 June 2022 but was cancelled due to staff availability. The Applicant will continue to meet with the landowner.	No
T-35	The map shows hydrogen for homes in Manchester. Will Ewloe benefit from hydrogen to heat our homes as a result of this pipeline going through our community?	Cadent, one of the HyNet partners, is currently working on a potential Hydrogen Village programme in Whitby, Ellesmere Port which has made the shortlist (of two) to be the UK's first 'hydrogen village'. Up to 2,000 properties in the Whitby area of the town would stop using natural gas for heating and cooking, and instead, use hydrogen. If this programme is successful, Government will make the	No

Reference	Comment	Response	Change (Yes / No)
		decision as to its future plans to use low carbon hydrogen for heating our homes and businesses. More information on Cadent's hydrogen village can be found here: www.hydrogenvillage.com	
T-36	<i>The consultee</i> is in agreement with the new location of the construction compound.	The Applicant notes this response.	No
T-37	<i>The consultee</i> owns land to the North located off Sealad road which is also outlined as a site for a large temporary construction compound. Due to the high quality of the farmland, we are in favour of the inclusion of land for a compound at Wood Farm and would prefer this to be used instead of the compound located on <i>the consultee's</i> Land.	The Applicant notes this response.	No
T-38	<i>The consultee</i> has major concerns that items 5 & 6 will result in a significant loss of agricultural land to the farming business which cannot be easily replaced. Furthermore, the access off Station Road will disrupt the principle access route to the land. Also, the fields have a number of large, mature oak trees and the damage that	Chapter 11 (Land and Soils) of the ES (Document reference: D.6.2.11) assesses the construction and operational impacts on agricultural land. Chapter 17 (Traffic and Transport) (Document reference: D.6.2.17) of the ES assesses the construction and operational impacts on Traffic and Transport. The Outline Construction Traffic Management Plan (Outline CEMP) (Document reference: 6.5.4.2) includes	No

Reference	Comment	Response	Change (Yes / No)
	<p>could be caused to the root systems of the trees is likely to kill them and result in a loss of bio-diversity and amenity value. We are also concerned that the inclusion of a drainage ditch in item 21 will result in additional land taken away from agricultural production, can this open ditch not be a piped drain underground? Furthermore, the land slopes down on a shallow gradient from the pond to the AGI and may therefore result in flooding to the lower section of field.</p>	<p>an Access Risk Register and Access Principles Note. Root Protection Areas (RPA) will be afforded to retained trees. Where encroachment within RPAs is required to facilitate construction, Ecological Clerk of Works and arboriculturist advice will be sought to agree and implement sensitive working methods to protect retained trees.</p> <p>Chapter 18 (Water Resources and Flood Risk) (Document reference: D.6.2.18) of the ES assesses the construction and operational impacts associated with flood risk and water resources.</p> <p>The Outline Surface Water Drainage Strategy (Document reference: D.6.5.13) includes the preliminary drainage design which has been prepared with the best available information provided at the time in accordance with national, regional and local policy. The land needed is in line with these policies and is required by the Lead Local Flood Authority (FCC). At the detailed design stage this will be reviewed in further detail with additional surveys required to confirm its viability in line with the Flood and Water Management Act 2010 and Land Drainage Act 1991.</p> <p>The Applicant will continue to liaise with all affected landowners to improve our understanding of how their</p>	

Reference	Comment	Response	Change (Yes / No)
		land will be affected and to identify ways in which impacts might be avoided through the detailed design.	
T-39	Thank you for the opportunity to respond to the public consultation on the 24 changes and the DSO Proposed Development as a whole. As the 24 additional proposed changes are localised changes and are mainly to adapt the boundaries that construction work will take place we do not have any objections. The proposed project is also outside of the geographical NGN area and therefore does not impact any of our assets or sites. As for the wider project we would be interested in further information when the work is progressed on repurposing of the existing natural gas pipeline.	The Applicant notes this response.	No
T-40	<p>Consideration of the national security strategy is advised specifically:</p> <ul style="list-style-type: none"> • Non malicious R55 Fire or explosion at a main fuel distribution site: risk rating High; and • Malicious attack R6 Attack on fuel supply infrastructure : risk rating High 	The Applicant notes this response.	No

Reference	Comment	Response	Change (Yes / No)
	<p>In relation to this security vetting should be considered by the project for personnel involved. In the Cheshire police area relevant to this project we have had two Op lightning incidents in 2022. this should be considered by the project.</p> <p>We believe and advise, COMAH regulations require 3 year HSE sign off.</p> <p>Historical local, regional and national context:</p> <ul style="list-style-type: none"> • Site of protest activities; • Keen government and media interest; and • Longer term financial position of the site. <p>Policing engagement with the site</p> <p>From a contingency planning viewpoint the focus is on current legal requirements under the COMAH regulations. The National Security Strategy risk assessment highlights addition training and exercising opportunities given the high risk associated with the site.</p>		

Reference	Comment	Response	Change (Yes / No)
	<p>Impact of hydrogen network</p> <p>The site is already the location of a number of sites of security interest, once completed what impact will this have in terms of its risk assessment situation? Under the COMAH regulations its impacts are limited from a policing viewpoint.</p> <p>Our main points are around Security provision, protocol and engagement in establishing and operating the site; we anticipate the project will be aware of these requirements and expectations, but we formally note it as part of our submission.</p>		
T-41a	<p><i>The consultee</i> refers to Item 7 which includes the Network Rail access track from station road, we are in favour of this inclusion and believe that it should be considered as the principle access route for all construction traffic, particularly traffic in connection to the works to tunnel underneath the railway line.</p>	The Applicant notes this response.	No
T-41b	<p><i>The consultee</i> refers to Item 8 which includes the revised access pint from the public highway. <i>The consultee's</i> own and</p>	The revised access point in Item 8 refers to land to the South of Overwood Lane. The access point for the land to the North of Overwood Lane has not been changed but	No

Reference	Comment	Response	Change (Yes / No)
	occupy land on the northern side of Overwood lane and access will be required to be maintained at all times. This block of land, while also affected by the pipeline route will be essential to maintain forage production for the farm, particularly give the high health status of the dairy herd and the associated disease risks of importing forage from other farms.	will be required for pipeline construction activities. The property and access will not be impacted by the physical pipeline with access only required, ensuring that access to the property is maintained throughout the construction of the proposed pipeline.	
T-41c	Item 18 refers to the extension of the order limits to accommodate pipeline rerouting at Lea Farm where it crosses Grove Road, it is concerning that potentially 2 fields will now be affected and may necessitate the removal of a significant length of mature hedge line, we request formal confirmation that the working area will be restricted to just the field alongside Grove Road	The extension shown in Item 18 is a minor one within the field to the South of Lea Farm itself, which does not include any additional fields, and should not result in any additional impact of construction activities. With regards to the field North of Station Road, where the pipeline runs parallel to Grove Road heading NW, before turning SW and crossing Grove Road: only one field is included within the order limits. The Applicant confirms that the working area will be restricted to just the field alongside and to the East of Grove Road, and not encroach on fields further to the North-East (per the current Order Limits).	No
T-41d	<i>The consultee</i> refers to the Eastbound extension to Order Limits to accommodate existing drainage channel and partial of	The Outline Surface Water Drainage Strategy (Document reference: D.6.5.13) includes the preliminary drainage design which has been prepared in line with the	No

Reference	Comment	Response	Change (Yes / No)
	inclusion of existing pond, there is a concern that this pond will become flooded and overflow and affect the land <i>the consultee's</i> own off Overwood Lane, further details of the proposed works and drainage levels are required.	Welsh Government document Sustainable Drainage (SuDS) Statutory Guidance and Flintshire County Council Document Supplementary Planning Guidance LPGN 29 - Management of Surface Water for New Development. The Drainage Hierarchy has been followed and based on the best available information at this time and this is the only viable connection point. Further surveys are required at the detailed design stage to confirm its viability in line with the Flood and Water Management Act 2010 and Land Drainage Act 1991.	
T-42	The residents of Old Farm Cottages would not support any proposal that increases the amount of traffic on Deeside Lane. Three has been total degradation of Deeside Lane by increasing the amount of HGVs using Deeside Lane over the years, which is also a public footpath. It could well be that the proposal will take traffic off Deeside Lane but I cannot be sure.	There may be a short-term increase in vehicles using Deeside Lane during the construction period. The Applicant will be responsible for pre- and post- works dilapidation surveys across the route and undertake remedial works as necessary to facilitate the works and repair damage incurred as a result of the works.	No
T-43	a. The proposed reroute affording access from Sealand Road is in part a footpath/bridle way. b. The owner of the bridleway does not use it for HGVs to access his own	There may be a short-term increase in vehicles using Deeside Lane during the construction period. The Applicant will be responsible for pre- and post- works dilapidation surveys across the route and undertake	No

Reference	Comment	Response	Change (Yes / No)
	<p>farm/business. My concern is that Deeside Lane does not feature as an access way but will be used by accessing vehicles as it is much more suitable as an access road than the one presently proposed - I suggest that is wholly unsuited to heavy vehicles.</p> <p>c. These vehicles will at some point use Deeside Lane (a footpath) already degraded by HGV use primarily by a <i>landowners'</i> vehicles.</p> <p>d. The local authority operate a limited budget to repair the footpath that is Deeside Lane, now in poor state and not annually repaired.</p> <p>e. When/vehicles you propose to use breach the planned route and use Deeside Lane - will you undertake to effect repairs?</p>	<p>remedial works as necessary to facilitate the works and repair damage incurred as a result of the works.</p> <p>Measures to mitigate the impact on the footpath in question will be undertaken in consultation with the local authority's PRow officer.</p>	
T-44	<p>Many thanks for contacting <i>the consultee</i> over the safeguarding around aerodromes and in particular to in Hawarden. My only real concern at the moment is the central compound (In section 4 of the plan) close to Hawarden Aerodrome. There really</p>	<p>The Applicant has contacted <i>the consultee</i> with more information about the central compound.</p>	No

Reference	Comment	Response	Change (Yes / No)
	isn't much information of what the central compound consists of, is there any chance you could supply me with what will be in this central compound, just to make sure there is no infringement to our protected surfaces and or instrument flight procedures		
T-45	<i>The consultee</i> has reviewed the information attached with the consultation and notes that no further environmental information has been provided at this stage. Based on the changes in this consultation our previous comments (dated 22 March 2022, our ref. 382950) remain the same.	The Applicant notes this response.	No
T-46a	<p>We have reviewed the consultation information and have no particular comments with regards to the pipeline construction as the planned route is not close to healthcare sites.</p> <p>However, on reviewing the project plans some questions have been raised, and we would welcome the opportunity for representatives to meet with yourselves to discuss these further.</p>	<p>HyNet's hydrogen production plant is planned to become operational from the mid-2020's. The hydrogen plant will comply with the UK's low carbon hydrogen standard, as set by Government. Current estimates are that 97% of the by-product CO₂ from the hydrogen production process will be captured, for permanent sequestration by HyNet's CO₂ transport and storage system to be operated by ENI.</p> <p>By reducing CO₂ emissions, local air quality will improve and make the region a safer and healthier place for future generations to thrive. In many cases the removal of CO₂</p>	No

Reference	Comment	Response	Change (Yes / No)
	<i>The consultee</i> is committed to reaching Net Zero carbon emissions by 2045, and as part of this we are keen to reduce fossil fuel usage due to the harmful personal and planetary health impacts, and understand that with HyNet the carbon capture will commence when hydrogen production commences, but have plans to move to renewables in the future. What the timescales are for this and what considerations are being taken to reduce the environmental and health impact of fossil fuel use for the blue hydrogen?	will also reduce the amount of other harmful impurities released to the atmosphere.	
T-46b	Air pollution is a grave health risk to our local communities, and so we would be grateful if you could advise if air pollution will be monitored across HyNet sites, and what plans are in place to address any concerns?	<p>Air quality will be monitored across all HyNet sites, including at multiple points across the CO₂ transport and storage pipeline. This will be done to ensure that CO₂ derived fugitive emissions are held at a minimal possible. In normal operation (which would represent the vast majority of the operation lifetime of the network), these emissions would be very low.</p> <p>The (ES Chapter 16 (Population and Human Health) (Document reference: D.6.2.16) and Chapter 6 (Air Quality) (Document reference: D.6.2.6) present the outcomes of the air quality assessment of health risks</p>	No

Reference	Comment	Response	Change (Yes / No)
		<p>related to hydrogen sulphide and demonstrate that there is no risk to health at any location. Air quality in the vicinity of the DCO Proposed Development is good with no monitored exceedances of the relevant air quality objectives. The ES concludes that there is no impact from the DCO Proposed Development, therefore monitoring is neither necessary nor recommended at or around the DCO Proposed Development.</p> <p>In terms of construction of the CO₂ pipeline, mitigation of impacts during the construction of the DCO Proposed Development will include 'Best Practicable Means' to reduce any air quality concerns. For example, optimising the location of equipment and activities, in addition to a Dust Management Plan.</p>	
T-46c	<p>Further to this, are HyNet North West cluster partners all ISO14001:2015 certified, or have another EMS in place which meets these requirements?</p> <p>As a large prospective employer working within our area, we would also be keen to know more about HyNet plans from a Social Value aspects with regards to benefitting the health and wellbeing of the local communities, including local carbon</p>	<p>HyNet contains many partners, focusing the answer to this question on the main HyNet partners, namely partners that are major CO₂ emitters, CO₂ Transport and storage providers, hydrogen producers, distributors or storage providers.</p> <p>On this basis all operational partners are current ISO14001:2015 compliant and have an appropriate EMS behind this.</p>	No

Reference	Comment	Response	Change (Yes / No)
	offsetting, and to discuss any potential mutual benefits in this area?	<p>HyNet is working to create world-leading solutions for a cleaner, greener world for generations to come.</p> <p>The project will directly reduce carbon emissions by 10 million tonnes of carbon per year by 2030, the equivalent to taking four million cars off the road. In addition to this huge reduction, HyNet will improve local air quality.</p>	
T3-1	<p>It is only one location, Cryers Lane, that is proposed to be changed from the highway perspective in <i>the consultee's area</i>. In terms of any additional comments to make on it; it is the case that it will come down to the actual details of the splays when they have got that info as the plan submitted doesn't actually detail the splay dimensions and justification for the splays proposed. However from an initial look at the plan I don't particularly see an obvious issue at this point in time.</p>	<p>Chapter 17 (Traffic and Transport) (Document reference: D.6.2.17) of the ES assesses the construction and operational impacts on Traffic and Transport. The Outline Construction Traffic Management Plan (Document reference: 6.5.4.2) includes an Access Risk Register and Access Principles Note. The proposed visibility splays are tabulated within the Access Principles Note, including the relevant 85th percentile speeds recorded on the corresponding road.</p> <p>The details of the splays will be provided as part of the detailed design process in which the local planning authority and local highway authority (where relevant) will be formally consulted during the discharge of the relevant Requirement of the DCO (Document reference: D.3.1).</p>	No
T3-2a	We are writing to express our deep concern and to inform you of our very strong objection to your proposed siting of a block	Topography and existing development limited the options available along the pipeline in this location. Locating the BVS in a flat, accessible field, maximising separation from	No

Reference	Comment	Response	Change (Yes / No)
	<p>valve station at Cornist Lane, Flint, who you will see from the attached map is right next to our house (Bryn Awel).</p> <p>We have only recently become aware of the extent of the proposed site and are very shocked at:</p> <p>a) The size of the area of land involved. This will mean losing a large area of a very valuable agricultural field.</p> <p>b) The site of the block valve station (in the middle of the field and on the brow of the hill), thus making it very prominent and seen for miles around, a blight on the countryside and an eyesore. This will also for us make working the field very difficult indeed as it's right in the middle. There has clearly been no consideration of the livelihood of the landowner/farmer in the decision to site this BVS here.</p>	<p>the overhead line that cuts through the southern corner of the field was a significant consideration in siting the BVS at Cornist Lane. The BVS is located 40m from the overhead line to minimise interference with the facilities.</p> <p>Chapter 12 (Landscape) (Document reference: D.6.2.12) of the ES assesses the construction and operational impacts on the landscape. The field that the BVS is proposed to be located within is surrounded by existing vegetation which is supplemented in the mitigation drawings by further vegetation to ensure minimal visibility from surrounding residents.</p> <p>Open market value will be paid for the land along with any evidenced-based compensation/disturbance as a result of the DCO Proposed Development.</p> <p>Chapter 11 (Land and Soils) (Document reference: D.6.2.11) of the ES assesses the construction and operational impacts on agricultural land. The Applicant has carried out an initial blight assessment and the property 'Bryn Awel' does not meet the qualifying criteria for a Blight Notice. The Applicant will continue to discuss this matter with the landowner/their land agent.</p>	
T3-2b	<p>c) The proximity to our house.</p> <p>We are deeply concerned that at its current proposed site it will be completely visible</p>	<p>The Applicant will continue to discuss this matter with the landowner/their land agent.</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>from our house, thereby affecting our current unspoilt view and devaluating our property considerably.</p> <p>We understand that this project is classified as nationally significant and we are not against it in principle. However we are asking you to revisit the plans and move the site of the BVS to the area shown on the attached map. This would give yourselves the benefit of a considerably shorter access road needed to the site, and also a much shorter drainage channel to the watercourse.</p> <p>We unhappily accept that we will lose an area of land to this BVS but if it is sited in the area that we propose it would be significantly more acceptable. Also it would be largely but not completely hidden from the view of Bryn Awel thus again making it more acceptable.</p> <p>We strongly urge you to please look again at this and to do your utmost to reach a compromise on the siting of this BVS that is more acceptable to us. Thank you.</p>		

Reference	Comment	Response	Change (Yes / No)
T3-3	<p>Further to the above consultation for the Hynet Carbon Dioxide Pipeline, which relate to two changes in the Cheshire West, (1) Cryers Lane and (5) Ince AGI, I can provide the following responses.</p> <p>Change 1 - Cryers Lane – Having consulted with the consultee advises the following: “In terms of any additional comments to make on it; it is the case that it will come down to the actual details of the splays when they have got that info as the plan submitted doesn’t actually detail the splay dimensions and justification for the splays proposed. However, from an initial look at the plan I don’t particularly see an obvious issue at this point in time”.</p>	<p>Chapter 17 (Traffic and Transport) (document reference D.6.2.17) of the ES assesses the construction and operational impacts on Traffic and Transport. The Outline Construction Traffic Management Plan (Document reference:6.5.4.2) includes an Access Risk Register and Access Principles Note. The proposed visibility splays are tabulated within the Access Principles Note, including the relevant 85th percentile speeds recorded on the corresponding road.</p>	No
T3-3	<p>Change 5 – Ince AGI – the consultee advises that the inclusion of additional land into the DCO limits for drainage is welcomed as this will avoid any third-party issues when it comes to the review of land drainage application if soakaway is not a feasible solution for surface water discharge</p>	<p>The Applicant notes this response.</p>	No

Reference	Comment	Response	Change (Yes / No)
T3-4	<p>The relevant section which affects <i>the consultee's</i> lands is Item 1 on page 3 of the Further Consultation Document. We attach a screenshot of the same drawing overleaf in Sketch 1, in which we have marked up with some numbers that accord with our comments as follows:</p> <p>1. We note that you wish to include <i>the consultee's</i> access road 1-2 within the development land area. This cannot be correct given that access has only been agreed in respect of the carrying out of surveys. This road does not extend to any future development works and therefore should be removed from the red line development area;</p> <p>The access road then shown 3 – 4 is a standalone road, not connected with road 1 – 2 and therefore serves no purpose. This road does not extend to any future development works and therefore should be removed from the red line development area;</p>	<p>As well as the land required for permanent infrastructure, the Order Limits capture land required for temporary access and construction areas.</p> <p>The overlap with the active railway is noted. The Applicant's intent is to use the adjacent track for access only.</p> <p>Temporary construction land does not sterilise future development in of itself.</p> <p>A subsequent meeting with <i>the consultee</i> was arranged to address this.</p>	No

Reference	Comment	Response	Change (Yes / No)
	<p>The land shown 4 – 5 is over a working railway line with any development therefore on this area not possible. This land does not extend to any future development works and therefore should be removed from the red line development area; and</p> <p>The land shown marked 6 should be significantly reduced within the red line development boundary as here, the proposed development is entirely underground. Whilst all of this area is included within the current licensed survey area, we would not want the full extent of these lands included within the red line boundary as it would otherwise unnecessarily sterilise the land for the future.</p>		
T3-5	As you will be aware, <i>this consultee</i> is working for the Local Authority to provide drainage, Flooding and SAB advice in relation to the HyNet project. Whilst they have not commented specifically on this latest consultation with specific reference to the proposed change at the Cornist Lane	The Applicant notes this response.	No

Reference	Comment	Response	Change (Yes / No)
	Blocked Valve Station (Site No.4), they are continuing to liaise with your consultants to assist you with your DCO application and will provide ongoing advice prior to submission of the DCO.		
T3-5	In relation to the proposed changes at site no.2, Sealand Road and no.3, Aviation Park, I have consulted with the Local Highways Authority who have no objection in principle to the proposed changes. We are aware that full details of the temporary and permanent access points will be submitted at a later stage which will include details of the splay dimension, justification for the splays proposed and any other required specification details. As there are limited details provided with this latest consultation, there are no further comments at this stage.	The Applicant notes this response.	No

9. ENVIRONMENTAL IMPACT ASSESSMENT (EIA) CONSULTATION

9.1. INTRODUCTION

- 9.1.1. This chapter provides an overview of how the consultation has been conducted in line with the EIA Regulations 2017.
- 9.1.2. Full details of compliance with the EIA Regulations 2017, in terms of the EIA itself, are detailed within **Chapter 1** (Introduction) (**Document reference: D.6.2.1**) and **Chapter 5** (EIA Methodology) (**Document reference: D.6.2.5**) of the **ES**.
- 9.1.3. Full details of consultation and engagement for the EIA are described within **Chapter 5** (EIA Methodology) (**Document reference: D.6.2.5**) of the **ES**.

9.2. EIA SCOPING

- 9.2.1. The DCO Proposed Development falls under Schedule 1 of the EIA Regulations 2017 as a 'Pipeline with a diameter of more than 800 millimetres and a length of more than 40km for the transport of (a) gas, oil or chemicals; (b) carbon dioxide streams for the purposes of geological storage, including associated booster station.' The DCO Proposed Development has therefore not been subject to an EIA Screening Request or Opinion, as all development listed within Schedule 1 is automatically classified as EIA development under the EIA Regulations 2017.
- 9.2.2. A Regulation 8(1)(b) (of the EIA Regulations 2017) notification was submitted to the SoS alongside a request for a Scoping Opinion under Regulation 10, which included an EIA Scoping Report on 3 June 2021 (**Document reference: D.6.3.1.1**) and confirmed that the Applicant intended to submit a DCO Application in Q3 2022.
- 9.2.3. The Scoping Report was prepared in accordance with Advice Note Seven (Planning Inspectorate, 2020). This states that the EIA process should be proportionate and should only scope-in aspects that are likely to result in significant environmental effects. The scoping process was undertaken to identify the issues that the Applicant intended to include within the ES. The Inspectorate, on behalf of the SoS, consulted with the consultation bodies upon receipt of the Scoping Report. The following consultation bodies provided responses to the Planning Inspectorate on the Scoping Report:
- Cheshire West and Chester Council (CWCC);
 - Flintshire County Council (FCC);
 - Welsh Government (WG);
 - Natural England (NE);
 - Natural Resources Wales (NRW);

- Environment Agency (EA);
- Historic England;
- Cadw;
- Cadent;
- National Highways (formerly Highways England);
- Office for Health Improvement and Disparities (formally Public Health England);
- Public Health Wales (PHW);
- Canal and River Trust;
- Sustrans;
- Ramblers Society;
- The Coal Authority;
- RSPB;
- Cheshire Wildlife Trust (CWT);
- North Wales Wildlife Trust (NWWT);
- Clwydian Range and Dee Valley AONB;
- Clwyd Powys Archaeological Trust (CPAT);
- Welsh Water (Dŵr Cymru);
- United Utilities;
- Network Rail;
- FCC's Lead Local Flood Authority (LLFA);
- FCC's Environmental Health Officer (EHO);
- Royal Commission On The Ancient & Historical Monuments of Wales;
- North and Mid-Wales Trunk Road Agency (NMWTRA);
- National Grid;
- Office for Nuclear Regulation;
- Royal Mail;
- SP Energy Networks (SP Manweb); and
- All parish and community councils along the DCO Proposed Development route

9.2.4. The SoS adopted the Scoping Opinion on 14 July 2021, having consulted with the relevant consultation bodies in accordance with Regulation 10(6) of the EIA Regulations 2017.

9.2.5. The **EIA Scoping Report** can be found in **Appendix 1-1** (EIA Scoping Report) (**Document reference: D.6.3.1.1**) of the ES. The **EIA Scoping Opinion** can be found in **Appendix 1-2** (EIA Scoping Opinion) (**Document reference: D.6.3.1.2**) of the ES. The **EIA Scoping Opinion Responses** can be found in

Appendix 1-3 (EIA Scoping Opinion Responses) (**Document reference: D.6.3.1.3**) of the ES.

9.3. PRELIMINARY ENVIRONMENTAL INFORMATION REPORT (PEIR) CONSULTATION

- 9.3.1. The PEIR EIA consultation was held alongside the statutory consultation which ran from 9 February 2022 to 22 March 2022. The PEIR EIA consultation was included as part of the statutory consultation.
- 9.3.2. Prescribed consultees, along with non-prescribed consultees identified in the Scoping Opinion, were given notice of the EIA consultation within the Section 48 notice which can be found in Appendix H2. The Section 48 notice was sent on 31 January 2022.
- 9.3.3. Responses received on the PEIR have been outlined in Chapters 7 and 8 of this report, as part of the summary of themes raised during the statutory consultation and targeted consultations.

10. CONCLUSION

10.1. OVERVIEW

- 10.1.1. The Applicant has complied with all statutory requirements as set out below and, accordingly, has conducted adequate engagement throughout.
- 10.1.2. Statutory consultation under Sections 42, 47 and 48 of the PA 2008 were held from 9 February to 22 March 2022. In addition, an earlier non-statutory consultation was held from 9 June to 11 July 2021. The statutory consultation included:
- Consultation with local authorities on the SoCC, ensuring the Applicant's approach to consultation took into account local knowledge;
 - Consultation documents which provided information on the DCO Proposed Development;
 - Three online and seven in-person exhibition events including exhibition banners and consultation materials providing information on the proposals;
 - Briefings with local authorities, parish and community councils and stakeholders;
 - Online consultation hub () with updated information, including project brochure, SoCC, and Non-technical summary of the PEIR in both English and Welsh, and the PEIR in English;
 - Advertisements in local and national newspapers publicising the proposals and consultation;
 - Press releases and social media posts promoting the consultation.
- 10.1.3. Responses were received to the statutory consultation: 25 responses from Section 47 consultees, 30 responses from Section 42(1)(a) and two responses from Section 42(1)(b) statutory consultees. Responses to the consultation were received from local authorities, statutory bodies, community and parish councils, elected members, local residents and businesses, and landowners. All responses have been carefully considered and regard has been had for those responses in finalising the application for development consent as is required under Section 49 of the PA 2008.
- 10.1.4. In response to feedback received, some changes have been made to the DCO Proposed Development following the statutory consultation period.
- 10.1.5. Three targeted consultations were held from 15 June to 19 August 2022. Affected landowners and all statutory consultees were consulted on revised order limits and changes to the siting of construction compounds. Details of the proposed changes were published on www.hynethub.co.uk for the first targeted consultation. All consultees were written to.

10.2. COMPLIANCE WITH THE PLANNING ACT 2008 (PA2008)

- 10.2.1. This Consultation Report sets out the consultation activities which have been undertaken under Sections 42, 47, 48 and 49 of the PA 2008. The Applicant developed the approach to statutory regulation in line with the requirements of the PA 2008, the APFP Regulations, EIA Regulations 2017, DCLG guidance and the Planning Inspectorate's Advice Note Fourteen, as set out in Chapter 3 of this report.
- 10.2.2. Chapter 3 provides detail of how each requirement from legislation, regulations and guidance has been met as part of this consultation. Compliance with the PA 2008 can be summarised as follows:
- 10.2.3. Undertaking of consultation under Section 47 of the PA2008, as set out in Chapters 5-7 of this report. This includes consultation on SoCC with local authorities, publication of the SoCC notice, making the SoCC available for inspection and undertaking consultation as set out in the SoCC.
- 10.2.4. Undertaking of consultation under Section 42 of the PA2008, as identified in Chapters 5-7 of this report. This includes consultation with all relevant consultees under Section 42(1)(a), Section 42(1)(b) and Section 42(1)(d). Section 42(1)(aa) and Section 42(1)(c) are not relevant to this DCO Proposed Development.
- 10.2.5. Notification to the SoS of the proposed DCO application under Section 46 of the PA 2008 was issued on 7 February 2022 and acknowledged on 8 February 2022, as identified in Chapter 3 of this report.
- 10.2.6. Publicising of consultation under Section 48 of the PA 2008, as identified in Chapter 6 of this report. This included the publication of the Section 48 notice in local newspapers (Chester Chronicle, The Leader Flintshire), London Gazette and The Guardian. This also included notification to consultation bodies in line with the EIA Regulations 2017.
- 10.2.7. Regard to all consultation responses received, as per Section 49 of the PA 2008. Further detail of the issues raised and our responses to these are included in Chapters 7 and 8 of this report.

ONGOING ENGAGEMENT

- 10.2.8. The Applicant will continue its commitment to engagement after the DCO application submission. This will include the agreement of Statements of Common Ground (SoCGs) with stakeholders where appropriate. In addition, engagement will continue with persons with interests in the land throughout the examination and beyond, in order to acquire the necessary rights by agreement as far as possible.

- 10.2.9. In addition, engagement will continue to take place with key consultees through detailed design, and with the wider community to maintain interest and support for the DCO Proposed Development. The status of the SoCGs prior to the start of the examination will depend on the discussions had with key consultees during the pre-examination stage. Further discussions will take place during the examination, if appropriate, to enable final signed versions of respective SoCGs to be submitted by the end of the examination.

Appendices

