

SCOPING OPINION:

Proposed Humber Carbon Capture Pipeline

Case Reference: EN0710003

Adopted by the Planning Inspectorate (on behalf of the Secretary of State) pursuant to Regulation 10 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

12 February 2025



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1. INTRODUCTION

- 1.0.1 On 02 January 2025, the Planning Inspectorate (the Inspectorate) received an application for a Scoping Opinion from Net Zero North Sea Storage Limited (the applicant) under Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) for the proposed Humber Carbon Capture Pipeline (the proposed development). The applicant notified the Secretary of State (SoS) under Regulation 8(1)(b) of those regulations that they propose to provide an Environmental Statement (ES) in respect of the proposed development and by virtue of Regulation 6(2)(a), the proposed development is 'EIA development'.
- 1.0.2 The applicant provided the necessary information to inform a request under EIA Regulation 10(3) in the form of a Scoping Report, available from:

https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0710003/documents

- 1.0.3 This document is the Scoping Opinion (the Opinion) adopted by the Inspectorate on behalf of the SoS. This Opinion is made on the basis of the information provided in the Scoping Report, reflecting the proposed development as currently described by the applicant. This Opinion should be read in conjunction with the applicant's Scoping Report.
- 1.0.4 The Inspectorate has set out in the following sections of this Opinion where it has / has not agreed to scope out certain aspects / matters on the basis of the information provided as part of the Scoping Report. The Inspectorate is content that the receipt of this Scoping Opinion should not prevent the applicant from subsequently agreeing with the relevant consultation bodies to scope such aspects / matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the aspects / matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.
- 1.0.5 Before adopting this Opinion, the Inspectorate has consulted the 'consultation bodies' listed in Appendix 1 in accordance with EIA Regulation 10(6). A list of those consultation bodies who replied within the statutory timeframe (along with copies of their comments) is provided in Appendix 2. These comments have been taken into account in the preparation of this Opinion.
- 1.0.6 The Inspectorate has published a series of advice pages, including Advice Note 7: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping (AN7). AN7 and its annexes provide guidance on EIA processes during the pre-application stages and advice to support applicants in the preparation of their ES.
- 1.0.7 Applicants should have particular regard to the standing advice in AN7, alongside other advice notes on the Planning Act 2008 (PA2008) process, available from:

https://www.gov.uk/government/collections/national-infrastructure-planning-advice-notes

1.0.8 This Opinion should not be construed as implying that the Inspectorate agrees with the information or comments provided by the applicant in their request for an opinion from the Inspectorate. In particular, comments from the Inspectorate in this Opinion are without prejudice to any later decisions taken (e.g. on formal submission of the application) that any development identified by the applicant is necessarily to be treated as part of a Nationally Significant Infrastructure Project (NSIP) or associated development or development that does not require development consent.

2. OVERARCHING COMMENTS

2.1 Description of the proposed development

ID	Ref	Description	Inspectorate's comments
21.1	Table 3-1	Above Ground Installations (AGIs)	Table 3-1 provides a description of the proposed AGIs, including an approximate footprint. The ES should also detail the maximum height of each structure.
212	Section 3.2	Design life	The Scoping Report states that the design life of the pipeline is 25 years. The Inspectorate notes the comments from the Environment Agency that from a planning perspective, the design life for non-residential development should be considered as 75 years. Where there is certainty regarding the 25-year lifetime then this timescale should be explained, and the mechanisms for ensuring decommissioning within these parameters should be clearly identified. Where there is uncertainty around the project lifetime then this should be identified and a worst case assessed within the relevant aspect assessments.
21.3	Section 3.6	Landscaping	The ES should identify all proposed landscaping and confirm whether any is relied upon to mitigate potentially significant landscape and/or visual effects.
			The applicant should seek to agree the location and types of planting with relevant consultation bodies. The ES should explain and justify the assumptions made in respect of the growth rates of planting proposed to mitigation effects.
21.4	Para 4.2.1	Limits of Deviation (LoD)	The Inspectorate acknowledges the need for the proposed LoDs. These should be clearly detailed within the ES. All surveys and assessments should be of sufficient spatial scale to incorporate any LoD for all elements of the proposed development.
21.5	Para 13.4.1	Employment	The ES should set out the expected number and nature of employment opportunities during each phase of the proposed development. This should be described in the context of the workforce availability in the area at a time. The ES should detail how any mismatch between supply and demand would be addressed and consider the origins of its workforce

ID	Ref	Description	Inspectorate's comments
			in all relevant aspect assessments (notably socio-economics and traffic and transport). All assumptions made in this regard should be set out in the ES.
21.6	Para 3.6.43	River Humber crossing	The Scoping Report states that the River Humber would be crossed either by tunnelling or Horizontal Directional Drilling (HDD). The Inspectorate understands that the construction technology may not be determined by the point of DCO application and notes that these different crossing methodologies could result in a range of different impacts. The ES should fully describe and assess the impacts of both methodologies.
21.7	n/a	Residues and emissions	The ES should provide an estimate, by type and quantity, of anticipated residues and emissions resulting from construction and operation of the proposed development, as required by Schedule 4(1)(d) of the EIA Regulations 2017.
21.8	n/a	Easements	The description of the proposed development should include details of required easements, to ensure that the extent of the likely impacts from the proposed development (for example, sterilisation of mineral resource or planting restrictions) are fully understood.

2.2 EIA Methodology and Scope of Assessment

ID	Ref	Description	Inspectorate's comments
221	Section 4.10	Transboundary	The Inspectorate on behalf of the SoS has considered the proposed development and concludes that the proposed development is unlikely to have a significant effect either alone or cumulatively on the environment in a European Economic Area State. In reaching this conclusion the Inspectorate has identified and considered the proposed development's likely impacts including consideration of potential pathways and the extent, magnitude, probability, duration, frequency and reversibility of the impacts.
			The Inspectorate considers that the likelihood of transboundary effects resulting from the proposed development is so low that it does not warrant the issue of a detailed transboundary screening. However, this position will remain under review and will have regard to any new or materially different information coming to light which may alter that decision.
			Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.
			The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Page 'Nationally Significant Infrastructure Projects: Advice on Transboundary Impacts and Process', links for which can be found in paragraph 1.0.7 above.
			Consequently, the Inspectorate agrees that transboundary impacts can be scoped out of the ES.
222	Section 4.11	Assessment of heat, light, radiation and magnetic fields	The Inspectorate notes the explanations provided in Section 4.11 of the Scoping Report regarding the assessment of these matters. Subject to

ID	Ref	Description	Inspectorate's comments
			the potential impacts of heat on soil receptors being assessed, the Inspectorate is content a specific heat assessment is not required. The Inspectorate also agrees that significant effects from radiation and magnetic fields are unlikely and therefore these matters can be scoped out of the ES.
			With regards to lighting, the Scoping Report confirms that impacts of light on ecology and landscape and visual impact would be assessed. It states the lighting during operation is anticipated to be limited. Given the nature of the proposed development during the operational phase, the Inspectorate agrees that significant effects from operation are unlikely. See ID 3.6.20 of this Opinion.
			Section 4.11 of the Scoping Report considers lighting impacts during operation only. The Inspectorate has commented on construction phase lighting impacts at ID 3.6.18 this Opinion.
223	n/a	Land access	The Inspectorate acknowledges the large scale of the proposed development and the high level of survey effort that will be required to characterise the baseline environment. Should any parts of the study area not be accessible for surveys, the ES should identify such limitations and detail the assumptions made in the assessments

3. ENVIRONMENTAL ASPECT COMMENTS

3.1 Agriculture and Soils

(Scoping Report Volume 1 Chapter 5)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.1.1	Table 5-12	Agricultural land and agricultural land holdings – operational phase	The Scoping Report concludes that there would be no effects on agricultural land during operation as the land required temporarily during construction would have been returned to agriculture and landowners / tenants. It states that land required permanently for AGIs and the Pump Facility would have been taken out of agricultural use during the construction phase.
			On this basis, the Inspectorate agrees that significant effects are not likely and that this matter can be scoped out. However, the applicant's attention is drawn to ID 3.1.3 below.
3.12	Table 5-12	Disturbance to soils – operational phase	The Scoping Report acknowledges that minimal disturbance to soils and agricultural land holding during operation could occur as a result of maintenance and repair activities, but states that these are likely to be limited in scale and temporary. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
313	Section 5.10	Permanent impacts	The Scoping Report identifies the potential for permanent impacts eg on agricultural land and soil function, which would be assessed in the construction phase assessment (ie the phase within which the impact occurs). The applicant should ensure that any permanent impacts that arise during the construction phase are clearly identified as extending beyond the construction phase to ensure that the duration and consequently, the significance of effect, can be clearly understood. This comment applies to all matters and aspects assessed within the ES.

ID	Ref	Description	Inspectorate's comments
			With this in mind, the Inspectorate agrees with the advice of Natural England presented in Table 5-11 of the Scoping Report that the assessment should "consider the potential permanent loss of BMV agricultural land as a result of the damage to the soil resource during construction, causing a downgrading of the ALC grade".
3.1.4	Section 5.10	Compaction of soils	The potential for soil compaction from soil excavation, stripping, stockpiling and reinstatement is identified in paragraph 5.10.4 of the Scoping Report. Compaction from the presence of construction vehicles or heavy machinery should also be considered in the assessment, where significant effects are likely to occur.
3.1.5	n/a	Best Most Versatile (BMV)	The ES should contain a clear tabulation of the areas of land in each BMV classification to be temporarily or permanently lost as a result of the proposed development, with reference to accompanying map(s) depicting the grades. Specific justification for the use of the land by grade should be provided.
			Consideration should be given to the use of BMV land in the applicant's discussion of alternatives.

3.2 Air Quality

(Scoping Report Volume 1 Chapter 6)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
321	Para 6.4.1	Carbon dioxide venting	The Scoping Report notes that venting activities would release small amounts of carbon dioxide and is considered a climate issue, rather than air quality.
			The Inspectorate agrees this matter can be scoped out of the air quality assessment on the basis it is assessed in the Climate Change, Adaptation and Resilience chapter of the ES.
322	Table 6-8	Air pollutant concentrations and nitrogen deposition from vehicle emissions –	The applicant proposes to scope out this matter on the basis that operational traffic trip generation is not anticipated to exceed the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance on Land Use Planning and Development Control: Planning for Air Quality criteria.
		operational phase	Subject to confirmation within the ES that this is the case, the Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES. If such confirmation is not possible, an assessment should be provided.
			The ES should also demonstrate that cumulative vehicle movements with other developments would not exceed IAQM thresholds.

ID	Ref	Description	Inspectorate's comments
32.3	Para 6.2.9	Guidance	The applicant's attention is drawn to the Defra advice 'PM2.5 Targets: Interim Planning Guidance'. The ES should explain how key sources of air pollution within the proposed development have been identified and how action has been taken to minimise emissions of PM2.5 or its precursors.

ID	Ref	Description	Inspectorate's comments
324	Para 6.8.2	Air Quality Management Areas (AQMAs)	The ES should identify the AQMA declared in Hull City Council which is in proximity to the Salt End Spur Line. The ES should assess any effects on the AQMA, where significant effects are likely.

3.3 Ecology and Biodiversity

(Scoping Report Volume 1 Chapter 7)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.3.1	Table 7-8	Humber Estuary Important Ecological Feature (IEF) and River Derwent IEF– operational phase	The Humber Estuary IEF includes Humber Estuary Special Area of Conservation (SAC), Humber Estuary Special Protection Area (SPA), Humber Estuary Ramsar site, Humber Estuary Site of Special Scientific Interest (SSSI), North Killingholme Haven Pits SSSI, Dawson City Claypits Nature Reserve, East Marsh Local Wildlife Site (LWS), Halton Marsh Clay Pits LWS, Killingholme Haven Pits Nature Reserve, Fort Paull Humber Grassland Candidate LWS and Paull Holme Strays Nature Reserve.
			The River Derwent IEF includes the River Derwent SAC and SSSI and the Lower Derwent Valley SPA and Ramsar site.
			The Scoping Report confirms that these sites are all situated over 3km from the Pump Facility and associated access roads and at some distance from the AGIs. The Inspectorate agrees that there are no perceivable pathways to impact these IEF's or its associated statutory and non-statutory designated sites during operation. This matter can be scoped out of the ES.
3.3.2	Table 7-8	Eastoft Meadow SSSI, Eskamhorn Meadows SSSI, South Ferriby Chalk Pit SSSI and Thorne and Hatfield Moors SPA – operational and decommissioning phase	The Scoping Report states that these sites are all situated over 3km from the AGIs/Pump Facility and associated access roads. The Inspectorate agrees that there are no perceivable pathways to impact these sites during operation and decommissioning and that this matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.33	Table 7-8	Other statutory designated sites - all phases	The Scoping Report states that Thorne Moor SAC, Humberhead Peatlands National Nature Reserve (NNR), Thorne, Crowle and Goole Moors SSSI, Hatfield Chase Ditches SSSI and Crowle Borrow Pits SSSI are located upstream of the draft Order Limits (between 1 and 2.5km away). The Inspectorate agrees that the proposed development is unlikely to impact upstream hydrology at this distance and agrees that these sites can be scoped out of the ES.
			The Scoping Report scopes out impacts to The Lagoons SSSI as it is located more than 300m from the draft Order Limits. It states that there is a lack of perceivable impact pathways such as hydrological connectivity. However, Natural England has advised that the ES should examine the possibility of indirect impacts to habitats and species of The Lagoons SSSI from potential pollution impacts during construction. The Inspectorate therefore does not agree this site can be scoped out of the ES unless evidence of subsequent agreement of no likely significant effects with Natural England can be provided.
			The Scoping Report also proposes to scope out Sugar Mills Ponds LNR for the same reason. Taking into account Natural England's advice for The Lagoons SSSI, the Inspectorate considers that the ES should also examine the possibility of indirect impacts to habitats and species of Sugar Mills Ponds LNR from potential pollution impacts during construction, unless evidence of subsequent agreement of no likely significant effects with relevant consultation bodies can be provided.
			Volume 3 Appendix A of the Scoping Report also identifies Conseby LNR, Kirmington Pits SSSI, Kelsey Hill Gravel Pits SSSI, Lower Derwent SAC which are not mentioned further in Table 7-8. The Inspectorate has had regard to the location of these sites relative to the proposed development and the reasons for designations and considers significant effects on these sites are unlikely; therefore they can be scoped out of the ES.
3.3.4	Table 7-8	Non-statutory designated sites within or hydrologically connected	The first row of Volume 3 Appendix B of the Scoping Report identifies non-statutory designated sites within or hydrologically connected to the draft Order Limits. The

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		to the draft Order Limits – operational phase	Inspectorate agrees that there are no perceivable pathways to impact these sites during operation and that this matter can be scoped out of the ES.
3.3.5	Table 7-8	Other non-statutory designated sites – all phases	The second row of Volume 3 Appendix B of the Scoping Report identifies non-statutory designated sites located outside of the draft Order Limits and without hydrological connectivity to the proposed development. The Inspectorate agrees that there are no perceivable pathways to impact these sites and that this matter can be scoped out of the ES for all phases of the proposed development.
3.3.6	Table 7-8	Arboricultural features (Tree Preservation Orders (TPOs) and veteran trees) – operational and decommissioning phase	The applicant proposes to scope out this matter on the basis that there are no perceivable pathways to impact arboricultural features during operation and decommissioning. The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.3.7	Table 7-8	Ancient woodland – all phases	Paragraph 7.8.7 confirms that no areas of ancient woodland are located within the draft Order Limits. Table 7-8 states that areas of recognised ancient woodland are located at least 0.7km beyond the draft Order Limits with no hydrological connectivity and that indirect effects (e.g. pollution from dust/ machinery emissions during construction and decommissioning) are unlikely to be significant at this distance.
			The Inspectorate agrees significant effects are not likely and that this matter can be scoped out of the ES.
3.3.8	Table 7-8	Priority habitats - operation	The Scoping Report concludes that there are no perceivable pathways to impact priority habitats during operation. The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.3.9	Table 7-8	White clawed crayfish – all phases	The Scoping Report states that the proposed development is situated outside the known natural range of white-clawed crayfish and there are no conclusive records of the species in any watercourses with perceivable pathways to the draft Order Limits. Subject to

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			confirmation within the ES that there are no records of the species, the Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
33.10	Table 7-8	Freshwater fish, reptiles and breeding birds – operational and decommissioning phases	The applicant proposes to scope out this matter on the basis that there are no perceivable pathways to impact these IEFs during operation and decommissioning. The Inspectorate agrees that significant effects during operation are unlikely and that the operational phase can be scoped out of the ES.
			Subject to the pipeline remaining in-situ upon decommissioning, the Inspectorate also agrees that significant effects on freshwater fish and reptiles are unlikely and that the decommissioning phase can be scoped out of the ES.
			However, until it can be confirmed that breeding birds are not within proximity to the AGIs, the Inspectorate considers that there is insufficient evidence to conclude that significant effects on these IEFs from decommissioning of the AGIs are unlikely. The ES should provide an assessment of likely significant effects or evidence of agreement with relevant consultation bodies that significant effects are not likely.
3.3.11	Table 7-8	Water vole – operational phase	The applicant proposes to scope out this matter on the basis that there are no perceivable pathways to impact water vole during operation. The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.3.12	Table 7-8	Great crested newt (GCN) – all phases	The applicant proposes to scope this matter out of further assessment on the basis that GCN are widespread throughout the region and therefore licensing and mitigation will be required to minimise impacts to this species, sought from Natural England.
			The applicant intends to offset the effects of the proposed development on GCN by obtaining a licence through the Natural England District Level Licensing (DLL) scheme. The Inspectorate welcomes the applicant's intention to consider this matter in the Ecological Appraisal report which will be an appendix to the ES. However, for

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			transparency, the Inspectorate considers a summary of the assessment findings should also be presented within the ES.
33.13	Table 7-8	Dormouse - all phases	The Scoping Report states that the proposed development is situated outside the natural range of the dormouse and this species is considered to be absent from the study area. On this basis, the Inspectorate agrees that significant effects are unlikely and that dormouse can be scoped out of further assessment.
3.3.14	Table 7-8	Non-Native Invasive Species (NNIS) - operational and decommissioning phases	The applicant proposes to scope out this matter on the basis that there are no perceivable pathways to impact NNIS during operation. The Inspectorate agrees that significant effects are unlikely and that these matters can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
33.15	Para 3.4.5	Pump Facility electrical connection	Paragraph 3.4.5 of the Scoping Report explains that the Pump Facility would likely be powered via an underground connection to the existing Salt End South Substation. Figure 17.1 identifies main rivers bisecting the Salt End Spur Line. The ES should assess the potential for impacts on fish from electromagnetic fields from the buried cable, where significant effects are likely.
3.3.16	Table 7.3	Owls	Table 7.3 states the East Yorkshire Barn Owl Conservation Group are being consulted to obtain the locations of barn owl records within East Yorkshire. No further reference is made to owls within the Scoping Report.
			The Canal and River Trust has highlighted the presence of owl boxes. The ES should assess the potential for disturbance and habitat loss/fragmentation of owls, where significant effects are likely.

ID	Ref	Description	Inspectorate's comments
3.3.17	Table 7.4	Biodiversity Net Gain (BNG)	The Inspectorate notes that BNG proposals are currently being considered by the applicant. The assessment of BNG reported within the ES should be based on an appropriate metric that allows clear understanding of how gains and losses have been calculated. The ES should clearly distinguish between mitigation for significant adverse effects on biodiversity from wider enhancement measures.
3.3.18	Section 7.6	Receptors	All relevant diadromous fish should be considered within fresh, transitional and coastal waters i.e. in both Chapters 7 Ecology and Biodiversity and 19 Intertidal and Coastal Impacts.
3.3.19	Table 7-7	Marine fish	Table 7-7 refers to marine fish species. These are not mentioned in Chapter 19 Intertidal and Coastal Impacts, where they are also relevant. The Inspectorate agrees with the Environment Agency that impacts on these receptors could be assessed in one place within the ES, however clear cross-referencing must be provided.
3.3.20	Table 7.8	Nightjar	Habitat suitability for nightjar on the proposed site and adjacent fields should be established through a desk-based assessment. See Natural England's response for further details.
3.3.21	Para 7.10.2	Vibration	The potential for vibration from HDD activities should be assessed where significant effects on IEFs are likely.
3322	n/a	Confidential Annexes	Public bodies have a responsibility to avoid releasing environmental information that could bring about harm to sensitive or vulnerable ecological features. Specific survey and assessment data relating to the presence and locations of species such as badgers, rare birds and plants that could be subject to disturbance, damage, persecution, or commercial exploitation resulting from publication of the information, should be provided in the ES as a confidential annex. All other assessment information should be included in an ES chapter, as normal, with a placeholder explaining that a confidential annex has been submitted to the Inspectorate and may be made available subject to request.

3.4 Climate Change, Adaptation and Resilience

(Scoping Report Volume 1 Chapter 8)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.4.1	Para 8.10.4	Venting at Easington	The Scoping Report states that although Easington will have a permanent vent and that venting would only occur during unplanned emergency events. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.42	Table 8-6	Greenhouse gas emission – pre- construction / demolition phase	The Scoping Report confirms that demolition of existing structures in not anticipated. On this basis, the Inspectorate agrees this matter can be scoped out of the ES.
3.4.3	Section 18.6	Climate resilience and adaptation assessment – pipeline during the operational phase	The Inspectorate agrees that impacts on the pipeline during the operational phase can be scoped out on the basis that it would be buried underground and not vulnerable to the climate.
3.4.4	Table 8-16	In-combination climate change impact assessment – construction phase	The Scoping Report states that other environmental topics have taken current weather conditions into account, minimising the potential in-combination impacts during the construction period, which is anticipated to be 5 years. The Inspectorate agrees that this matter can be scoped out of this chapter on this basis.

ID	Ref	Description	Inspectorate's comments
3.4.5	n/a	Greenhouse gas (GHG) emissions arising from disturbance of landfill	Paragraphs 9.8.20 and 9.8.21 of the Scoping Report confirm that historic landfills and potential sources of ground gas have been identified within the study area. If the pipeline route cannot avoid these sites, the potential to increase, or give rise to, GHG emissions from these sites during construction should be included in the assessment.

ID	Ref	Description	Inspectorate's comments
		sites and other sources of ground gas	

3.5 Ground Conditions and Hydrogeology

(Scoping Report Volume 1 Chapter 9)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.5.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment.

3.6 Landscape and Visual

(Scoping Report Volume 1 Chapter 10)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.6.1	Table 10-10	Effects upon the special qualities of the Lincolnshire Wolds National Landscape (NL), and the special qualities of potential Yorkshire Wolds NL – all phases	Given the nature of the proposed development and the intervening distances (9km and 21km, respectively) between the designated areas and the proposed development, the Inspectorate agrees that significant effects are unlikely. This matter can be scoped out of the ES.
3.62	Table 10-10	Effects on the potential Lincolnshire Wolds NL extension within North Lincolnshire – all phases	The Scoping Report notes that there is no timetable for consideration of the area's potential designation and the Local Plan promoting it has been withdrawn. As such, and noting that the future Yorkshire Wolds would be over 21km north-east of the proposed development, the Inspectorate agrees this matter can be scoped out of the ES.
3.63	Table 10-10	Effects on the River Derwent Corridor Important Landscape Areas (ILA), Lower Derwent Valley ILA & Goole Moors ILA within the Study Area surrounding the pipeline alone — operational phase	The Inspectorate agrees with the applicant that once the pipelines have been laid and the disturbed/affected area would be reinstated, significant effects during the operational phase are unlikely. This matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.6.4	Table 10-10	Effects on the special qualities / key attributes of the 'Great Limber and the Chalk Wolds Estates' Area of Great Landscape Value (AGLV) – all phases	The AGLV is located 1km from the draft Order Limits surrounding a section of the proposed pipeline. Given this distance, the Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.6.5	Table 10-10	Effects upon the special character of the Spurn Heritage Coast – all phases	The Pump Facility would be located approximately 2.77km from the Spurn Heritage Coast and is the closest element of the proposed development to the designation. The Inspectorate agrees that significant effects on the designation are unlikely and that this matter can be scoped out of the ES.
3.6.6	Table 10-11	Area surrounding the pipeline and Humber crossing construction areas alone – operational phase	The Inspectorate agrees with the applicant that once the pipelines and the Humber crossing have been laid and the disturbed/affected area would be reinstated, significant effects during the operational phase are unlikely. This matter can be scoped out of the ES.
3.6.7	Table 10-11	Effects on individual elements that contribute to the character of the landscape and seascape within the Study Area surrounding the pipeline, Humber crossing, AGIs and	The Inspectorate agrees with the applicant that once the pipelines and the Humber crossing have been laid and the disturbed/affected area would be reinstated, significant effects during the operational phase are unlikely. This matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		Pump Facility – operational phase	
3.6.8	Table 10-12	Effects on the visual receptors wholly outside of the ZTV – all phases	The Scoping Report states that visual receptors outside the ZTV are highly unlikely to have clear views on the project. The Inspectorate agrees significant effects are unlikely and that this matter can be scoped out of the ES.
3.6.9	Table 10-12	Effects on visual receptors beyond: a 1km offset from the pipeline, a 1.5km radius around AGIs, 2km around the Humber crossing areas and 2.5km around the Pump Facility – all phases	Section 10.6 states that the proposed study areas are based on professional judgement and experience of other similar schemes in the locality. The Inspectorate considers that, given the nature and scale of the proposed development, significant effects beyond the stated distances are unlikely. However, Section 10.3 of the Scoping Report states that Zone of Theoretical Visibility (ZTV) maps will be generated, and that actual visibility will be ground-truthed via fieldwork. Section 10.4 states that the ZTVs for the AGIs and Pump Facility will help identify landscape and visual receptors for these elements. Should the ZTVs identify visibility outside of proposed radii, impacts should be assessed where significant effects are likely.
3.6.10	Table 10-12	Effects on residential communities and recreational receptors (listed in section 10.10) within the Study Areas arising from the pipeline and Humber crossing – operational phase	The Inspectorate agrees with the applicant that once the pipelines and the Humber crossing have been laid and the disturbed/affected area would be reinstated, significant effects during the operational phase are unlikely. This matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.6.11	Table 10-12	Effects on users of the Yorkshire Wolds National Trail – all phases	The Scoping Report notes that the path is located at its closest point approximately 5.5km from the draft Order Limits. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.6.12	Table 10-12	Effects on users of the Trans Pennine long distance path – all phases	The Scoping Report states that the Trail is located at its closest point approximately 900m from the site of the proposed AGI. Section 10.6 identifies a 1.5km study area for AGIs and paragraph 10.10.5 states that this receptor is scoped into the assessment. As a result, Inspectorate does not consider this matter can be scoped out as proposed in Table 10-12. The ES should include an assessment of effects on users of the Trans Pennine long distance path.
3.6.13	Table 10-12	Effects on users of the Viking Way long distance path - operational phase	The Viking Way crosses through the draft Order Limits, where the pipeline would be constructed. The Inspectorate considers that once the pipeline has been laid and the disturbed/affected area would be reinstated, significant effects during the operational phase are unlikely. This matter can be scoped out of the ES.
3.6.14	Table 10-12	Effects on visitors to the Registered Park and Garden of Brocklesby Park - all phases	The Park lies approximately 2.8km from the nearest permanent above ground element of the Project (the Croxton AGI), and approximately 2.25km from the temporary construction works areas. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.6.15	Para 10.10.6	People travelling by motorised vehicle – construction phase	The Scoping Report states that there are no known promoted driving routes through the Study Area. The Inspectorate agrees that as a result, and due to the speed of travel and the nature of the proposed development, significant effects on people travelling by motorised vehicle are unlikely and that this matter can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			Paragraph 10.10.6 of the Scoping Report refers only to the construction phase, however for the avoidance of doubt, the Inspectorate considers significant effects are unlikely for all phases of the proposed development and can be scoped out of the ES.
3.6.16	Table 10-12	People travelling by train along the railway lines heading south from Goole – all phases	The Scoping Report states that railway lines cross the Study Area only where pipelines are proposed. The Inspectorate agrees that as a result, and given the speed of rail travel and the nature of the proposed development, significant effects on rail users are unlikely and that this matter can be scoped out of the ES.
3.6.17	Table 10-12	People at their place of work – all phases	The Inspectorate notes that this receptor group is generally considered to have low sensitivity as the surrounding landscape is of limited importance and / or not the focus of their activities. The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.6.18	Table 10-13	The effects of lighting at the pipeline, AGIs and Pump Facility upon landscape, seascape and visual receptors – construction and decommissioning phases	The Scoping Report states that construction and decommissioning activities would take place predominantly in daylight hours and therefore the use of lighting would be temporary, minimal and could be suitably controlled through mitigation such that significant effects are not anticipated. The Inspectorate notes that paragraph 3.6.78 states that standard construction working hours would be Monday-Saturday 07:00 to 19:00 and as such, there is the potential for works to take place during darkness in the winter months. Nevertheless, subject to the mitigation measures detailed in paragraph 10.9.3 being demonstrably secured, the Inspectorate agrees that significant effects are unlikely and an assessment of effects can therefore be scoped out of the ES.
			With regards to the effects of lighting during decommissioning, the Scoping Report states that there would not be 24-hour working. It notes there could be temporary, minimal lighting which would be controlled by measures in paragraphs 10.9.8 to 10.9.10; however these measures are related to the operational phase, therefore the Inspectorate assumes measures would be more akin to those in paragraph 10.9.3. If the applicant can confirm that decommissioning activities would only take place during daylight, or that relevant

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			mitigation measures would be employed, the Inspectorate agrees that an assessment of effects can therefore be scoped out of the ES.
			Table 10-13 does not state whether operational phase lighting impacts from the Pump Facility would be assessed. Paragraph 10.10.8 identifies potential impacts from the Pump Facility where operational lighting would be required, however paragraph 4.11.3 states there are no light-sensitive receptors nearby the Pump Facility. Subject to confirmation of the absence of sensitive receptors within the ES, and the mitigation proposed within paragraph 10.9.10 being demonstrably secured, the Inspectorate considers significant effects are unlikely. An assessment of effects can therefore be scoped out of the ES.
3.6.19	10-13 at crollar an op de		Given the nature of the Humber crossing element of the proposed development, the Inspectorate considers the significant effects from lighting are unlikely during the operational phase and that this matter can be scoped out of the ES.
			On the assumption that the pipeline within the Humber crossing would remain in-situ upon decommissioning, the Inspectorate agrees that significant effects from lighting are unlikely during this phase and that this matter can be scoped out of the ES.
3.620	Table 10-13	The impact of lighting at the pipelines and AGIs – operational phase	The Scoping Report states that the pipeline and AGIs would only require operational lighting at very infrequent occurrences during emergency situations. The Inspectorate agrees that significant effects are unlikely subject to the mitigation measures detailed in paragraphs 10.9.8 to 10.9.10 of the Scoping Report being demonstrably secured. An assessment of effects can therefore be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
3.6.21	Tables 10-3	Magnitude of impact and receptor sensitivity	Tables 10-3 and 10-4 detail the 'higher' and 'lower' levels of susceptibility and value used to determine the sensitivity of landscape and visual receptors. Tables 10-5 and 10-6 detail

ID	Ref	Description	Inspectorate's comments
			the 'largest' and 'smallest' levels of factors used to determine impact magnitude. These tables imply that there is a sliding scale within which sensitivity of receptor and impact magnitude could lie. This differs from the commonly used approach of defining specific levels of receptor sensitivity and impact magnitude, as set out in Chapter 4 of the Scoping Report. The applicant should ensure that in using its proposed approach, clear explanations and justifications are provided as to where on these scales the receptor sensitivity and impact magnitude lie. In the absence of this, it will be difficult to understand how significance of effect is determined in accordance with Plate 10-1.
3.622	Section 10.6	Height assumptions	North Yorkshire Council has advised that construction tipping vehicles and cranes typically work above the 3m height currently stated within paragraph 10.6.8 of the Scoping Report. The applicant should seek to agree their assessment assumptions with relevant consultation bodies.
3.623	Para 10.10.9	Impacts on vegetation	The ES should detail the proposed mitigation planting to infill any gaps resulting from construction activities. The ES should detail the anticipated duration of effects which would be initiated during the construction phase and detail their anticipated duration (which may extend into the operational phase), along with assumptions on growth rates.

3.7 Cultural Heritage

(Scoping Report Volume 1 Chapter 11)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.7.1	Para 11.10.3	Below-ground archaeology – operational phase	The Scoping Report states that no significant effects are anticipated on below-ground archaeology during operation as all impacts would have occurred during the construction phase. However, it confirms that potential impacts to below-ground archaeology caused by a change in hydrology will be considered. The Inspectorate is content with this approach.
3.72	Table 11-7	Intertidal and marine archaeology at the Humber Estuary – construction and operational phases	The Scoping Report states that the locations of the entry and exit points of the Humber Estuary trenchless crossing would be a sufficient distance from the banks of the Humber Estuary to avoid impact to the riverbanks and archaeology that may be present at low or high tide. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES, however it welcomes that this would be scoped back in should design changes affect this assumption.
3.7.3	Table 11-7	Marine archaeology at Easington – construction and operational phases	Table 11-7 of the Scoping Report explains that any works in the marine environment beyond the Mean Low Water Springs (MLWS) mark, near Easington, would be assessed via the Northern Endurance Partnership (NEP) offshore application. It also states that the marine element will be considered as part of the cumulative assessment in the ES.
			Subject to the construction methodology setting launch and receiver pits out of the intertidal zone, the Inspectorate is content with this approach. However, the Inspectorate notes the potential for physical works within the intertidal zone depending on the final construction methodology (eg a sheet pile cofferdam as detailed in paragraph 3.6.58). The Scoping Report does not confirm whether there is the potential for marine archaeological assets to be present within the intertidal areas. As such, the Inspectorate does not consider that sufficient information has been provided at this stage to demonstrate that significant effects are unlikely. The ES should therefore provide an assessment of likely significant effects, or justification as to why a significant effect is

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			unlikely to occur. This could include evidence that there is unlikely to be significant marine archaeological assets present or confirmation that construction measures can be secured which would avoid effects on marine archaeology.
3.7.4	Table 11-7	Physical impacts to built heritage – construction and operational phases	Figure 11.1 of the ES demonstrates that no heritage structures are located within the current draft Order Limits. Provided the ES can confirm that no built structures are within the final draft Order Limits, the Inspectorate agrees that significant effects from direct physical impacts are unlikely and that this matter can be scoped out of the ES. The Inspectorate notes and welcomes that the Scoping Report confirms that should a survey reveal previously unrecorded built structures, this matter will be scoped back in.
			Notwithstanding the above, Figure 11.1 shows several heritage assets located in proximity to the draft Order Limits, or within 'cut-out' sections eg on page 1 of 7 near Drax. The ES should assess indirect physical effects to built heritage eg as a result of vibration, where significant effects are likely.
3.7.5	Table 11-7	All assets – decommissioning phase	The Inspectorate agrees that decommissioning is unlikely to result in significant effects to the cultural heritage resource. This on the basis that there would be no further physical impacts beyond those experienced during construction and that any impacts that arise during the decommissioning of AGIs and Pump Facility would be temporary during the process of returning the site to pre-commencement / baseline conditions. This matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
3.7.6	Glossary	Non-Designated Heritage Asset	The applicant's attention is drawn to the comments of North Yorkshire Council in respect of the definition of Non-Designated Heritage Assets. This term should only be used for assets specifically identified by a plan making body as having a degree of significance, such as those on a local list or neighbourhood plan.

ID	Ref	Description	Inspectorate's comments
3.7.7	Table 11-5	Significance of effects matrix	Table 11-5 indicates that two levels of significance are possible as a result of certain combinations of impact magnitude and receptor sensitivity. In these cases, the ES should clearly detail how the final level of significance has been determined and provide justification for not adopting the worst case level of significance from the options available.
			Where professional judgement is used to determine whether an identified effect is significant or not significant, this decision should be supported by clear reasons and evidence and make reference to any relevant guidance.
3.7.8	Section 11.6	Study area	The Scoping Report proposes a 500m study area from the draft Order Limits for both designated and non-designated assets. North Lincolnshire Council has advised a study area of 1km for designated heritage assets and their settings. The applicant is advised to seek to agree the study area with North Lincolnshire Council or provide a robust justification within the ES for the chosen study area.
3.7.9	Section 11.8.2	Survey effort	The applicant is advised to seek to agree a proportionate survey effort with the relevant consultation bodies and demonstrate that it aligns with the relevant industry standards / guidance. The applicant's attention is drawn to North Lincolnshire Council in this respect.

3.8 Noise and Vibration

(Scoping Report Volume 1 Chapter 12)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.8.1	Paras 3.7.11 and 12.3.10	Noise and vibration from Pipeline Inspection Gauge (PIG) trap and block valve AGIs – operational phase	The Scoping Report states that there would be no routine noise or vibration-generating processes or equipment at the AGIs. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.82	Table 12-7	Noise from traffic (excluding Pump Facility) - operational phase	The Scoping Report states that the AGIs would not be permanently manned during the operational phase. The Inspectorate agrees that operational phase traffic flows are therefore unlikely to give rise to significant adverse noise effects and that this matter can be scoped out of the ES. However, the ES should clearly set out the likely number and type of operation and maintenance vehicle movements associated with the project (excluding the Pump Facility) to evidence that operational and maintenance traffic would be below relevant assessment thresholds.
3.8.3	Table 12-7	Noise from buried pipelines – operational phase	The Inspectorate agrees that significant noise effects from buried pipelines are unlikely and that this matter can be scoped out of the ES.
3.8.4	Table 12-7	Vibration from AGIs - operational phase	The Scoping Report states that significant ground borne vibration resulting from the operation of the AGIs is not anticipated due to use of appropriate vibration isolation. Subject to clear evidence within the ES and associated DCO application documents that vibration isolation measures are incorporated within the proposed development, the Inspectorate agrees that an assessment of effects can be scoped out of the ES.

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.8.5	Table 12-7	Noise from buried pipelines - decommissioning phase	On the basis that the pipelines would remain buried, the Inspectorate agrees that no noise would be generated by this project element during decommissioning. As such, this matter can be scoped out of the ES.

3.9 Socio-economics

(Scoping Report Volume 1 Chapter 13)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.9.1	Table 13-5	Private property – operational phase	The Scoping Report concludes that no impacts on private property are anticipated during operation and notes that permanent land take or severance will be considered under the construction phase assessment. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.92	Table 13-5	Community assets - operational phase	The Scoping Report concludes that no amenity impacts on community assets are anticipated during operation and notes that permanent land take or severance will be considered under the construction phase assessment. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.9.3	Table 13-5	Tourism - operational phase	The Scoping Report concludes that there would be no impact on access and amenity of tourism assets as most of the proposed development is underground and as temporary worker accommodation would not be required during operation. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.9.4	Table 13-5	Local economy and employment - operational phase	The Pump Facility would be operated by four on-site staff during routine operations. The anticipated employment opportunities for ongoing maintenance activities have not been identified within the Scoping Report, however given the nature of the proposed development, the Inspectorate agrees that significant effects on the local economy and employment are unlikely during the operational phase. This matter can be scoped out of the ES.
3.9.5	Table 13-5	Local economic expenditure and supply	Given the nature of the proposed development, the Inspectorate agrees with the applicant that significant effects on the local economy from associated spending from employment

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
		chain effects - operational phase	generation, or supply chain expenditure are unlikely during the operational phase. This matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
3.9.6	Para 13.3.4	Significance of effect	Paragraph 13.3.4 of the Scoping Report states that significance would be derived using the matrix set out in Table 4-1. However, the sensitivity and magnitude criterion used in Table 13-3 and paragraph 13.3.3 respectively do not accord with those presented in Table 4.1. The applicant should ensure consistency in its approach or provide clear explanations where aspect specific approaches depart from the overarching methodology.
3.9.7	Para 13.10.1	Construction phase effects	Paragraph 13.10.1 of the Scoping Report considers the impacts of expenditure on local services/economy under the headings of both tourism and local economic expenditure. The applicant should ensure that potential impacts are not double counted within the ES.
3.9.8	n/a	CLdN Ports Killingholme	The applicant's attention is drawn to the comments of CLdN Ports Killingholme Ltd regarding the location of the proposed construction traffic corridor and construction compound. The ES should assess any likely significant effects resulting from impacts on the port, including from loss of trade and employment.

3.10 Human Health and Wellbeing

(Scoping Report Volume 1 Chapter 14)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.10.1	Para 14.10.2 and Table 14-10	Effects on physical and mental health and wellbeing – operational phase	Given the nature of the proposed development, the Inspectorate agrees with the applicant that significant effects on the health and wellbeing of the local population during the operational phase are unlikely. This matter can be scoped out of the ES.

3.11 Traffic and Transport

(Scoping Report Volume 1 Chapter 15)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.11.1	Para 15.4.1	Marine vessel traffic	The Scoping Report states that marine vessel traffic associated with the landfall installation would not be considered in the ES as it would be covered by the offshore pipeline consent.
			The Inspectorate considers that all potential impacts from works to be consented via the DCO should be identified and assessed within the ES. No information has been provided as to the likely number of vessel movements that would arise from works to be consented via the DCO. The ES should confirm the worst case number of vessel movements. If it can be confirmed and evidenced that the works from the Proposed Development would not disrupt navigation or generate vessel movements that could impact on marine navigation, the Inspectorate is content this matter can be scoped out. However, if such assurances cannot be provided, the Inspectorate considers this matter should be assessed within the ES, with particular consideration of potential cumulative effects.
3.11.2	Table 15-8	Operation	The applicant proposes to scope out operational traffic on the basis that it would be infrequent and would not have a material effect on the transport network and receptors.
			Subject to confirmation within the ES that anticipated operational vehicle movements do not exceed relevant thresholds for increase in traffic levels (ie IEMA Rule 1 and Rule 2 detailed in Table 15-5), the Inspectorate agrees that significant effects are unlikely and that an assessment of effects can be scoped out of the ES. If such confirmation is not possible, an assessment should be provided.
			The ES should also demonstrate that cumulative vehicle movements with other developments would not exceed relevant thresholds.

3.11.3	Table 15-8	Decommissioning	The Scoping Report states that decommissioning traffic flows for the removal of the AGIs and Pump Facility are anticipated to be significantly less than those for the construction phase and as the pipelines would be left in situ.
			The Inspectorate acknowledges the construction phase assessment would likely represent a worst-case scenario and therefore agrees that no further detailed assessment is required for the decommissioning phase. However, this should be clearly explained within the ES to demonstrate that the decommissioning phase has not been overlooked.

ID	Ref	Description	Inspectorate's comments
3.11.4	Table 15-6	Significance of effects matrix	Table 15-6 indicates that two levels of significance are possible as a result of certain combinations of impact magnitude and receptor sensitivity. In these cases, the ES should clearly detail how the final level of significance has been determined and provide justification for not adopting the worst-case level of significance from the options available.
			Where professional judgement is used to determine whether an identified effect is significant or not significant, this decision should be supported by clear reasons and evidence and make reference to any relevant guidance.

3.12 Waste and Materials

(Scoping Report Volume 1 Chapter 16)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.12.1	Table 16-8	Other materials – construction phase	The Scoping Report considers that "Other materials (excluding excavated arisings and mineral resources) to be utilised for construction are not anticipated to impact on regional or national supplies".
			The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.122	Para 16.10.2 and Table	Materials and waste – operational phase	The Scoping Report states that materials used and waste generated during operation are anticipated to be minimal and limited to the ongoing maintenance and repair of the AGIs and the Pumping Facility.
	16-8		The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.12.3	Table 16-8	Materials and waste - decommissioning phase	The Scoping Report states that waste generated during decommissioning would be limited to the removal of AGI infrastructure and Pump Facility, comprising concrete, metal and asphalt.
			The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
3.12.4	Para 16.3.6	Significance of effect	Paragraph 16.3.6 states that significance would be derived using the matrix set out in Table 4-1. However, the sensitivity and magnitude criterion used in Tables 16.3 and Table 16.4 respectively do not accord with those presented in Table 4.1. The

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applicant should ensure consistency in its approach or provide clear explanations where aspect specific approaches depart from the overarching methodology.
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3.13 Water Resources, Flood Risk and Land Drainage

(Scoping Report Volume 1 Chapter 17)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.13.1	Table 17-4	Water interests (existing surface water abstractions and discharges) –	The Scoping Report states that no new consumptive use of surface water resources is proposed during operation and decommissioning, and that safeguards would be put in place to protect surface water quality so there would be no impacts on the integrity of existing water interests.
		operational and decommissioning phases	The Inspectorate notes that the proposed development includes a permanently staffed control room at the Pump Facility, with approximately 4 staff. However, given the low number of staff, the Inspectorate considers it unlikely that water consumption would result in significant effects. On the basis that water consumption only relates to use by Pump Facility workers, the Inspectorate agrees that this matter can be scoped out of the ES.
3.13.2	Table 17-4	Watercourses and waterbodies hydromorphology - operational and decommissioning phases	The Scoping Report states that once the working width is reinstated, there would be no impact pathway. In addition, the banks and riparian corridors of watercourses would not be disturbed and there would be a suitable separation distance between channel beds and the crest of the buried pipelines. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.13.3	Table 17-4	Surface water quality - operational and decommissioning phases	The applicant proposes to scope this matter out of further assessment on the basis that no operational discharges of effluents would be generated that would be discharged to surface waters and a suitable post construction land drainage scheme would also be implemented. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.

3.13.4	Table 17-4	Flood risk from surface water and effects on the land	The Scoping Report states that the pipelines would remain in-situ, and the AGIs and Pump Facility would be removed and the land reinstated upon decommissioning.
		drainage regime (quantity and quality of flows) - decommissioning phase	Figure 17.2 of the Scoping Report shows that several of the AGIs are located within Flood Zone 3. At this stage, the Inspectorate does not have sufficient evidence to agree that decommissioning works would not result in significant effects. The impacts of these works should be assessed and mitigation measures put in place, as necessary. Alternatively, if agreement with relevant consultation bodies that significant effects are not likely can be evidenced within the ES, the Inspectorate is content that an assessment of effects can be scoped out.
3.13.5	Table 17-4	Flood risk from artificial sources - all phases	The Scoping Report states that the project is of low vulnerability to flooding from artificial sources. Subject to the project's Flood Risk Assessment (FRA) confirming this is the case, the Inspectorate agrees that this matter can be scoped out of the ES. In absence of such confirmation, an assessment of likely significant effects should be provided within the ES.
3.13.6	Table 17-4	Existing or proposed flood risk management infrastructure – operational and decommissioning	The location(s) of flood risk management infrastructure(s) relative to the proposed development have not been identified at this stage. Nevertheless, given the nature of the proposed development, the Inspectorate agrees with the applicant that the operational phase is unlikely to result in significant effects on flood risk management infrastructure. This matter can therefore be scoped out of the ES.
		phases	With regards to decommissioning, the Inspectorate agrees there would be no impacts from the pipeline being left in situ and that this matter can be scoped out of the ES. In relation to the AGIs and Pump Facility, if the ES can confirm that these project elements are not located in proximity to flood risk management infrastructure, the Inspectorate agrees that an assessment of effects from their decommissioning can be scoped out of the ES. In absence of such confirmation, an assessment of effects should be provided within the ES.

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ID	Ref	Description	Inspectorate's comments
3.13.7	Section 17.3.7	Impact magnitude	The applicant's attention is drawn to the comments of the Environment Agency regarding impact magnitude for changes in peak flood levels. The applicant is advised to seek to agree magnitude classifications with the Environment Agency.
3.13.8	Section 17.4	Limitations and assumptions	The applicant should undertake checks to ensure that any existing modelling which is used to inform the FRA and ES represents current and future baseline conditions and uses the most appropriate and up to date fluvial and tidal boundary conditions (where applicable). See the Environment Agency's comment for further details.

3.14 Major Accidents and Disasters

(Scoping Report Volume 1 Chapter 18)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.14.1	Appendix D	Accidents including dropped objects, heavy plant, temporary works, rock falls from tunnel boring and problems with machinery – construction phase	The Scoping Report states that the potential for accidents to occur during the construction process would be identified and dealt with through appropriate risk assessment and mitigation (as required to comply with UK health and safety legislation and environmental legislation) and through the CEMP. Any potential accidents during tunnel boring would be mitigated via geological investigations. The Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
3.142	Appendix D	Impact of construction phase activities on unexploded ordnance (UXO)	The Scoping Report explains that the UXO hazard across the preliminary study area is low and that there are well developed construction industry practices which allow safe construction of projects each year in low hazard areas. The Inspectorate is content to scope out further assessment for areas of low risk.
3.14.3	Appendix D	Construction traffic accidents	The Scoping Report proposes to scope out the assessment of construction phase traffic accidents from the Major Accidents and Disasters ES Chapter. A full assessment of the impact on traffic would instead be presented in the Traffic and Transport ES Chapter.
			The Inspectorate is content with this approach but advises the applicant to provide clear cross-referencing in the Major Accidents and Disasters ES aspect chapter to where the assessment is located.
3.14.4	Appendix D	Impacts on aviation - construction and operational phases	The Scoping Report states that Humberside Airport is approximately 800m south of the proposed development. However, the Inspectorate notes that a temporary construction compound is proposed within Humberside Airport (Volume 2 – Figure

			3.1 Page 9 of 15) and e-page 17 of Appendix D states that the construction workforce population would at its closest point be located 250m from any airport.
			The Scoping Report states that it is not currently known if cranes exceeding 10m in height would be required within 6km of the airport. The Inspectorate welcomes that the airport would be consulted if this were to be the case. However, the Inspectorate is unclear of the intended difference between 'Aviation' and 'Aircraft' within Appendix D and therefore what potential effects the applicant is referring to under this matter which is not addressed under 'Aircraft'. The Inspectorate has commented on Aircraft at ID 3.14.12.
3.14.5	Appendix D	Impacts on mines and storage caverns - construction and operational phases	The Scoping Report proposes to scope out an assessment of impacts on mines and storage from the Major Accidents and Disasters ES Chapter. A full assessment of the impact on mines and storage caverns would instead be presented in the Geology and Hydrology ES Chapter. The Inspectorate is content with this approach but advises the applicant to provide clear cross-referencing in the Major Accidents and Disasters ES aspect chapter to where the assessment is located.
3.14.6	Appendix D	Impacts on transport networks and network impacts on the pipeline - construction and operational phases	Appendix D of the Scoping Report anticipates that transport networks would be crossed using trenchless techniques and notes that crossings of railways and major roads would be subject to approval by the relevant network authority. The pipeline at a crossing point would be designed such that it would be protected from any road or rail accidents. Pipeline crossings of railways and major roads would be subject to approval by the relevant network authority.
			The Inspectorate agrees that construction phase impacts from trenchless crossings are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out.
			The Inspectorate agrees that as the pipeline would be a buried feature, operational phase impacts are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out.

3.14.7	Appendix D	Impacts on watercourses - construction and operational phases	Appendix D of the Scoping Report anticipates that major rivers and canals would be crossed using trenchless techniques. The Inspectorate agrees that construction phase impacts from trenchless crossings are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out.
			For any smaller watercourses to be crossed with open cut techniques, the Scoping Report states this would be subject to agreement with the Environment Agency or Internal Drainage Board. The Inspectorate agrees that significant effects are not likely and further assessment is not required, however considers that relevant control measures should be identified within the ES.
			The Inspectorate agrees that as the pipeline would be a buried feature, operational phase impacts are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out.
3.14.8	D areas - o	Impacts on intertidal areas - construction	The proposed pipelines would need to cross two intertidal areas, the River Humber and the Holderness Coast.
		and operational phases	On the basis that the River Humber is crossed utilising trenchless techniques, the Inspectorate is content that construction phase impacts on the River Humber intertidal area are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out. The Inspectorate is content with the approach to present the assessment of impacts to the Holderness Coast intertidal area in the Ecology and Biodiversity and Water Resources, Flood Risk and Land Drainage ES Chapters, but advises the applicant to provide clear cross-referencing in the Major Accidents and Disasters ES aspect chapter to where the assessment is located.
			Regarding operation, as the pipeline would be a sealed and buried feature, the Inspectorate considers that impacts on intertidal areas are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out.

3.14.9	Appendix D	Leaks and spills - construction and operational phases	The Scoping Report seeks to scope out impacts from leaks and spills from the Major Accidents and Disasters ES Chapter. The Inspectorate notes that these matters will be considered elsewhere in the ES and is satisfied that they can be scoped out of the Major Accidents and Disasters ES Chapter.
3.14.10	Appendix D	Accidents during maintenance – operational phase	In view of the nature and characteristics of the proposed development and the information provided within the Scoping Report, the Inspectorate is content that accidents during maintenance are not likely to lead to significant effects on the environment and agrees this matter can be scoped out of the ES.
3.14.11	Appendix D	Structural collapse of assets – operational phase	The Scoping Report explains that the AGIs would be designed by qualified and experienced personnel and that the design would account for expected ground conditions and design loads. The Inspectorate is content that significant effects are not likely and that this matter can be scoped out of the ES.
3.14.12	Appendix D	Aircraft - construction and operational phases	The Scoping Report states that the construction workforce population would at its closest point be located 250m from any airport and considers the risk of an aircraft crash impacting the proposed development to be extremely low. It considers that the proposed development is unlikely to have any material impact on aviation and that the risk of a plane crash impacting the Project is extremely small. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.
3.14.13	Appendix D	Rail - construction and operational phases	Appendix D of the Scoping Report anticipates that rail networks would be crossed using trenchless techniques and states that there would be liaison and agreement with the railway operator before works commence. It states that the pipeline would be designed to take into consideration potential subsidence and vibration from passing trains and that AGIs would be located within a fenced compound away from the railway line.
			The Inspectorate agrees that construction phase impacts are not likely to result in significant effects in terms of major accidents and disasters and agrees that this matter can be scoped out.

3.14.14	Appendix D	External nuclear major accidents - construction and operational phases	Having considered the nature and characteristics of the proposed development and the distance from nuclear sites, the Inspectorate is content that risks to the proposed development from accidents at nuclear sites can be scoped out.
3.14.15	Appendix D	 Loss of utilities Terrorism Widespread public disorder Biological threats Lightning Seismic Space weather 	Based on the reasoning and evidence presented in the Scoping Report, the Inspectorate is content that risks to or from the proposed development from these matters are not likely to result in significant effects. These matters can be scoped out of the assessment.
3.14.16	Appendix D	Extreme weather conditions	The Scoping Report seeks to scope out impacts from extreme weather conditions as a separate matter from the Major Accidents and Disasters ES Chapter. The assessments would instead be presented in the Climate Change, Adaptation and Resilience ES Chapter. The Inspectorate is content with this approach but advises the applicant to provide clear cross-referencing in the Major Accidents and Disasters ES aspect chapter to where the assessments are located.
3.14.17	Appendix D	 Dam/ reservoir breaches Flood risk Coastal erosion and landslides 	The Scoping Report seeks to scope out impacts from dam/ reservoir breaches, flood risk and coastal erosion and landslides from the Major Accidents and Disasters ES Chapter. The assessments would instead be presented in the Hydrology and Land Drainage assessments (the Inspectorate assumes this to mean the Water Resources, Flood Risk and Land Drainage ES chapter) and the Coastal and Intertidal Impacts assessment.

	Scoping Opinion for Humber Carbon Capture Pipeline
	The Inspectorate is content with this approach but advises the applicant to provide clear cross-referencing in the Major Accidents and Disasters ES aspect chapter to where the assessments are located.

3.15 Coastal and Intertidal Impacts

(Scoping Report Volume 1 Chapter 19)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.15.1	Table 19-9	Water quality and coastal processes in the intertidal zone – operational and decommissioning phase	The Scoping Report states that once construction works and reinstatement are complete, all infrastructure in the intertidal zone would be buried to a suitable depth of cover and no operational discharges are proposed. The Inspectorate notes the proposed monitoring measures to ensure the pipeline does not become exposed and agrees that significant effects during operation are not likely. This matter can be scoped out of the ES.
			The Inspectorate also agrees significant effects during decommissioning are not likely given the pipeline would remain in-situ following decommissioning; this matter can be scoped out of the ES.
3.15.2	Table 19-9	Water interests (existing surface water abstractions and discharges) – operational and decommissioning phase	The applicant is referred to ID 3.13.1 of this Opinion. The Scoping Report states that no new consumptive use of surface water resources is proposed during operation and decommissioning, and that safeguards would be put in place to protect surface water quality so there would be no impacts on the integrity of existing water interests. The Inspectorate notes that the proposed development includes a permanently staffed control room at the Pump Facility, with approximately 4 staff. However, given the low number of staff, the Inspectorate considers it unlikely that water consumption would result in significant effects. On the basis that water consumption only relates to use by Pump Facility workers, the Inspectorate agrees that this matter can be scoped out of the ES.
3.15.3	Table 19-9	Watercourses and waterbodies – hydromorphology	The Inspectorate is content that once the pipeline working width is reinstated, there would be no impact pathway and therefore significant effects are not likely. This matter can be scoped out of the ES.

3.15.4	Table 19-9	Surface water quality – operational and decommissioning phase	On the basis that no operational discharges of effluents would be generated that would be discharged to surface waters, the Inspectorate agrees that significant effects are not likely. This matter can be scoped out of the ES.
3.15.5	Table 19-9	Flood risk from rivers and the sea – operational and decommissioning phase	The Scoping Report notes that no AGIs would be in the intertidal study area. However, the Inspectorate notes the Environment Agency response that there are some AGIs which are at risk of tidal flooding, for example Thorngumbald AGI. On the basis that this matter is assessed within Chapter 17 (as proposed in Table 17-4), the Inspectorate is content that an assessment does not need to be duplicated within this aspect chapter.
3.15.6	Table 19-9	Flood risk from surface water and effects on the land drainage regime (quantity and quality of flows) – decommissioning phase	On the basis that the pipeline would remain in-situ, the Inspectorate agrees that significant effects during decommissioning are unlikely and that this matter can be scoped out of the ES.
3.15.7	Table 19-9	Flood risk from other sources (groundwater, artificial sources) – all phases	The Scoping Report states that there would be limited barriers to existing groundwater flow paths due to the generally shallow excavations to create the pipeline trenches and as the proposed development would be of low vulnerability to flooding from these 'other' sources.
			The Inspectorate notes that Table 17-4 in the Water Resources, Flood Risk and Land Drainage chapter scopes in flood risk from groundwater for all phases. No information has been provided to explain why this is scoped out at the coastal and intertidal environment. As such, an assessment of likely significant effects, or evidence of agreement with relevant consultation bodies that significant effects are not likely, should be provided within the ES.
3.15.8	Table 19-9	Operational phase:	The Scoping Report states that operational impacts are anticipated to be restricted to AGI locations and concludes that there are no perceivable operational impacts

		Humber Estuary Ramsar Site, Humber Estuary SAC, Humber Estuary SPA and Humber Estuary SSSI Benthic ecology Fish species Birds Mammals	to these intertidal ecology and biodiversity receptors. Based on the information in the Scoping Report, the Inspectorate does not anticipate the potential for significant effects during operation and agrees this matter can be scoped out. However, the Inspectorate has noted the comments of the MMO that impacts to intertidal ecology and biodiversity receptors should not be scoped out. The applicant is encouraged to engage further with the MMO to understand where the MMO considers there to a feasible pathway for impact during operation and determine the need for any further assessment.
3.15.9	Para 19.10.13	Decommissioning phase	The Scoping Report states that there are no perceivable operational impacts to these receptors during operation. This is on the basis that the pipeline would remain in-situ and decommissioning activities and associated impacts would likely be restricted to AGI locations and therefore encompassed in Chapter 7 – Ecology and biodiversity. The Inspectorate agrees that significant effects are not likely and that this matter can be scoped out of the ES.

ID	Ref	Description	Inspectorate's comments
3.15.10	n/a	Content of chapter	As noted by the Environment Agency, this aspect chapter does not fully reflect the title as it covers only coastal and intertidal impacts around the landfall. The applicant should ensure that the ES covers all intertidal areas which could be impacted by the proposed development and that clear signposting is included within the ES.
3.15.11	Para 19.10.5	Pipeline burial depth	The ES should identify the chosen burial depth at the landfall and provide evidence to support the assumption that erosion would not result in exposure during the operational lifetime of the proposed development.

Scoping Opinion for
Humber Carbon Capture Pipeline

3.16 Cumulative and In-Combination Effects

(Scoping Report Volume 1 Chapter 20)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
3.16.1	Table 20-3	Intra-project effects	The Inspectorate is content with the approach to assessing intra-project effects as proposed in Table 20-3.
3.162	Table 20-4	Inter-project effects	Table 20-4 states that where matters have been scoped out as a result of the project alone, significant inter-project effects are unlikely to occur and so are scoped out of the inter-project assessment. This is applicable for:
			Agriculture and soils
			Climate change, adaptation & resilience
			Ground conditions & hydrogeology
			Landscape and visual
			Cultural heritage
			Socio-economics
			Human health and wellbeing
			Waste and materials
			Water resources, flood risk and drainage
			Major accidents and disasters
			Coastal and intertidal impacts
			The Inspectorate is content with this approach.

3.16.3	Table 20-4	Inter-project effects – air quality	The Scoping Report states that transport and associated assessments of vehicle emissions are inherently considered to be cumulative as they incorporate modelled traffic data growth for future traffic flows and are based on a worst-case scenario. Provided the ES can clearly evidence that traffic movements from other NSIPS/major developments in the vicinity are incorporated in the model (including from construction phase), the Inspectorate is content this matter can be scoped out. However, should the traffic model not address construction traffic movements of other NSIPs and major developments, then the applicant should consider the location, timing and duration of other NSIPs/major developments and provide an assessment of likely significant effects.
			The Inspectorate also considers that the cumulative impacts of fugitive dust emissions and NRMM during the construction phase should be assessed, where significant effects are likely.
3.16.4	Table 20-4	Inter project effects - Ecology and biodiversity	Whilst the Inspectorate expects in-combination effects on European sites to be presented within the Habitats Regulations Assessment, an assessment of cumulative effects should still be presented within the ES. Table 20-4 also does not confirm whether cumulative effects on IEFs other than 'designated HRA sites' would be assessed. Any likely significant cumulative effects on IEFs should be assessed within the ES.
3.16.5	Table 20-4	Inter-project effects – GHG emissions	The Inspectorate agrees that a cumulative effects assessment of GHG emissions can be scoped out of the ES, based on the explanation provided in Table 20-4 of the Scoping Report.
3.16.6	Table 20-4	Inter-project effects – Noise and vibration	The Scoping Report states that transport and associated assessments of vehicle noise emissions are inherently considered to be cumulative as they incorporate modelled traffic data growth for future traffic flows and are based on a worst-case scenario. Provided the ES can clearly evidence that traffic movements from other NSIPS/major developments in the vicinity are incorporated in the model (including from construction phase), the Inspectorate is content this matter can be scoped out. However, should the traffic model not address construction traffic movements of other NSIPs and major developments, then the applicant should consider the

			location, timing and duration of other NSIPs/major developments and provide an assessment of likely significant effects.
			The Inspectorate also considers that cumulative noise impacts from construction activities and operation of the Pump Facility should be assessed, where significant effects are likely.
3.16.7	Table 20-4	Inter-project effects – Traffic and transport	The Scoping Report states that traffic movements are inherently considered to be cumulative as they incorporate modelled traffic data growth for further traffic flows and are based on a worst-case scenario.
			Provided the ES can clearly evidence that traffic movements from other NSIPS/major developments in the vicinity are incorporated in the model (including from construction phase), the Inspectorate is content this matter can be scoped out. However, should the traffic model not address construction traffic movements of other NSIPs and major developments, then the applicant should consider the location, timing and duration of other NSIPs/major developments and provide an assessment of likely significant effects.

ID	Ref	Description	Inspectorate's comments
3.16.8	Para 20.6.2	Study area	Paragraph 20.6.2 states that "the initial long list search will be based on a search area of 2km from the draft Order Limits for all Major Developments or allocated sites from the relevant Local Plans". The Inspectorate agrees with the MMO's suggestion to increase this radius to 5km to account for possible impacts on mobile species. This is on the basis that Tables 7-6 and 19-7 identify a zone of influence of up to 5km for bats, wintering/passage birds, fish and mammals. Similarly, consideration should be given to expanding the long list where appropriate to 15km to align with the coastal processes study area.

APPENDIX 1: CONSULTATION BODIES FORMALLY CONSULTED

TABLE A1: PRESCRIBED CONSULTATION BODIES

Bodies prescribed in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (the 'APFP Regulations (as amended)')

SCHEDULE 1 DESCRIPTION	ORGANISATION
The Secretary of State for Defence	Ministry of Defence
The relevant parish council	Selby Town Council
or, where the application relates to land in Wales or Scotland, the relevant community council	Cliffe Parish Council
	Carlton Parish Council
	Newland Parish Council
	Burn Parish Council
	Camblesforth Parish Council
	Barlow Parish Council
	Brayton Parish Council
	Hirst Courtney Parish Council
	Drax Parish Council
	Long Drax Parish Council
	Hemingbrough Parish Council
	Great Limber Parish Council
	Thorne Town Council
	Hatfield Town Council
	Sykehouse Parish Council
	Easington Parish Council

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Snaith and Cowick Town Council
	Swinefleet Parish Council
	Reedness Parish Council
	Twin Rivers Parish Council
	Kilpin Parish Council
	Welton Parish Council
	Sunk Island Parish Council
	Paull Parish Council
	Thorngumbald Parish Council
	Welwick Parish Council
	Goole Fields Parish Council
	Rawcliffe Parish Council
	Airmyn Parish Council
	Goole Town Council
	Howden Town Council
	Wressle Parish Council
	Laxton Parish Council
	Blacktoft Parish Council
	Broomfleet Parish Council
	Elloughton-cum-Brough Town Council
	Skeffling Parish Council
	North Ferriby Parish Council
	Preston Parish Council
	Bilton parish Council

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Sproatley Parish Council
	Keyingham Parish Council
	Ottringham Parish Council
	Burstwick Parish Council
	Halsham Parish Council
	Patrington Parish Council
	Rimswell Parish Council
	Pollington Parish Council
	Gowdall Parish Council
	Hook Parish Council
	Barmby on the Marsh Parish Council
	Asselby Parish Council
	Hessle Town Council
	Hedon Town Council
	Hollym Parish Council
	Holmpton Parish Council
	Immingham Town Council
	Habrough Parish Council
	Belton Parish Council
	South Killingholme Parish Council
	Barton Parish Council
	Epworth Town Council
	West Butterwick Parish Council
	Crowle and Ealand Town Council

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Eastoft Parish Council
	Amcotts Parish Council
	Luddington and Haldenby Parish Council
	Garthorpe and Fockerby Parish Council
	Flixborough Parish Council
	West Halton and Coleby Parish Council
	Alkborough Parish Council
	Wrawby Parish Council
	Elsham Parish Council
	Roxby cum Risby Parish Council
	Winterton Parish Council
	Bonby Parish Council
	Saxby All Saints Parish Council
	Worlaby Parish Council
	South Ferriby Parish Council
	Wootton Parish Council
	Thornton Curtis Parish Council
	Ulceby Parish Council
	North Killingholme Parish Council
	East Halton Parish Council
	Winteringham Parish Council
	Barrow upon Humber Parish Council
	Goxhill Parish Council
	Burringham Parish Council

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Barnetby Le Wold Parish Council
	Keadby with Althorpe Parish Council
	Gunness Parish Council
	Burton upon Stather Parish Council
	Melton Ross and New Barnetby Parish Council
	Kirmington and Croxton Parish Council
	Croxton Parish Council
	New Holland Parish Council
The Environment Agency	The Environment Agency
Natural England	Natural England
The Forestry Commission	Forestry Commission
The Historic Buildings and Monuments Commission for England (known as Historic England)	Historic England
Maritime & Coastguard Agency	Maritime & Coastguard Agency
The relevant internal	Reedness and Swinefleet Drainage Board
drainage board	Ouse and Derwent Internal Drainage Board
	Ouse and Humber Drainage Board
	Selby Area Internal Drainage Board
	South Holderness Internal Drainage Board
	Cowick and Snaith Internal Drainage Board
	North East Lindsey Drainage Board
	Ancholme Internal Drainage Board
	Black Drain Drainage Board

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Danvm Drainage Commissioners
	Doncaster East Internal Drainage Board
	Dempster Internal Drainage Board
	Goole and Airmyn Internal Drainage Board
	Goole Field District Drainage Board
	Scunthorpe and Gainsborough Water Management Board
	Thorntree Internal Drainage Board
	Rawcliffe Internal Drainage Board
	Isle of Axholme and North Nottinghamshire Water Level Management Board
The Canal and River Trust	The Canal and River Trust
Authority	Hull City Council Highways
	East Riding of Yorkshire Highways
	North East Lincolnshire Highways and Transport
	North Lincolnshire Highways
	North Yorkshire Highway Development Service
	National Highways
The Civil Aviation Authority	Civil Aviation Authority
The Health and Safety Executive	Health and Safety Executive
United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	United Kingdom Health Security Agency
NHS England	NHS England

SCHEDULE 1 DESCRIPTION	ORGANISATION
Relevant statutory undertakers	See Table A2 below
The Coal Authority	Mining Remediation Authority
The Crown Estate Commissioners	The Crown Estate
The relevant police authority	Humberside Police and Crime Commissioner
	York and North Yorkshire Combined Authority
	South Yorkshire Police and Crime Commissioner
	Lincolnshire Police and Crime Commissioner
The relevant ambulance service	Yorkshire Ambulance Service NHS Trust
	East Midlands Ambulance Service NHS Trust
The relevant fire and rescue authority	Humberside fire and rescue authority
	North Yorkshire Fire and Rescue Service
	South Yorkshire fire and rescue authority
	Lincolnshire fire and rescue authority

TABLE A2: RELEVANT STATUTORY UNDERTAKERS

'Statutory Undertaker' is defined in the APFP Regulations (as amended) as having the same meaning as in Section 127 of the Planning Act 2008 (PA2008)

STATUTORY UNDERTAKER	ORGANISATION
The relevant Integrated Care	NHS Humber and North Yorkshire Integrated Care Board
Board	NHS Lincolnshire Integrated Care Board
	NHS South Yorkshire Integrated Care Board
NHS England	NHS England
The relevant NHS Trust	Yorkshire Ambulance Service NHS Trust

STATUTORY UNDERTAKER	ORGANISATION
Railways	Network Rail Infrastructure Ltd
	National Highways Historical Railways Estate
Road Transport	The Humber Bridge Board
Canal Or Inland Navigation Authorities	The Canal and River Trust
Dock and Harbour authority	ABP Goole
	ABP Hull
	Humber Sea Terminal
	ABP Immingham
Civil Aviation Authority	Civil Aviation Authority
Universal Service Provider	Royal Mail Group
Homes and Communities Agency	Homes England
The relevant Environment Agency	The Environment Agency
The relevant water and sewage undertaker	Yorkshire Water
The relevant public gas	Cadent Gas Limited
transporter	Northern Gas Networks Limited
	Scotland Gas Networks Plc
	Southern Gas Networks Plc
	CNG Services Ltd
	Energy Assets Pipelines Limited
	ES Pipelines Ltd
	ESP Connections Ltd

STATUTORY UNDERTAKER	ORGANISATION
	ESP Networks Ltd
	ESP Pipelines Ltd
	Fulcrum Pipelines Limited
	GTC Pipelines Limited
	Harlaxton Gas Networks Limited
	Independent Pipelines Limited
	Indigo Pipelines Limited
	Inovyn Enterprises Ltd
	Last Mile Gas Ltd
	Leep Gas Networks Limited
	Mua Gas Limited
	Quadrant Pipelines Limited
	Stark Works
	National Gas
The relevant electricity	VPI Immingham CHP Plant
generator with CPO Powers	Drax Power Station
	Keadby Power Station
	Killingholme Power Station (CEN)
	Saltend Power Station
The relevant electricity distributor with CPO Powers	Northern Powergrid (Northeast) Limited
distributor with CPO Powers	Northern Powergrid (Yorkshire) plc
	Advanced Electricity Networks Ltd
	Aidien Ltd
	Aurora Utilities Ltd

STATUTORY UNDERTAKER	ORGANISATION
	Eclipse Power Network Limited
	Energy Assets Networks Limited
	ESP Electricity Limited
	Fulcrum Electricity Assets Limited
	Green Generation Energy Networks Cymru Ltd
	Harlaxton Energy Networks Limited
	Independent Distribution Connection Specialists Ltd
	Independent Power Networks Limited
	Indigo Power Limited
	Last Mile Electricity Ltd
	Leep Electricity Networks Limited
	Mua Electricity Limited
	Optimal Power Networks Limited
	Stark Infra-Electricity Ltd
	The Electricity Network Company Limited
	UK Power Distribution Limited
	Utility Assets Limited
	Vattenfall Networks Limited
The relevant electricity	Diamond Transmission Partners Hornsea One Limited
transmitter with CPO Powers	Diamond Transmission Partners Hornsea Two Limited
	Humber Gateway OFTO Limited
	National Grid Electricity Transmission Plc
	National Grid Electricity System Operation Limited

TABLE A3: LOCAL AUTHORITIES AS DEFINED IN SECTION 43(3) OF THE PA2008

LOCAL AUTHORITY
Lancaster City Council
Pendle Borough Council
Ribble Valley Borough Council
West Lindsey District Council
East Lindsey District Council
Bassetlaw District Council
Yorkshire Dales National Park
North York Moors National Park
City of York Council
City of Doncaster Council
Wakefield Metropolitan District Council
Bradford Metropolitan District Council
Cumberland Council and Westmorland and Furness Council
North Yorkshire Council
Hull City Council
Durham County Council
Darlington Borough Council
East Riding of Yorkshire Council
Middlesbrough Council
North East Lincolnshire Council
North Lincolnshire Council
Leeds City Council
Redcar and Cleveland Borough Council
Stockton-on-Tees Borough Council

LOCAL AUTHORITY
Lancashire County Council
Nottinghamshire County Council
Lincolnshire County Council

TABLE A4: THE MARINE MANAGEMENT ORGANISATION

Section 42(1)(a) of the PA2008 requires consultation with the Marine Management Organisation in any case where the proposed development would affect, or would be likely to affect, any of the areas specified in subsection 42(2).

ORGANISATION

The Marine Management Organisation

APPENDIX 2: RESPONDENTS TO CONSULTATION AND COPIES OF REPLIES

CONSULTATION BODIES WHO REPLIED BY THE STATUTORY DEADLINE:
Burton upon Stather Parish Council
Canal and River Trust
CLdN Ports Killingholme Limited
Drax Power Limited
Durham County Council
East Lindsey District Council
East Riding of Yorkshire Council
Elloughton cum Brough Town Council
Environment Agency
Health and Safety Executive
Hessle Town Council
Historic England
Hull City Council
Kirmington & Croxton Parish Council
Lincolnshire County Council
Marine Management Organisation
Maritime & Coastguard Agency
Middlesbrough Council
Ministry of Defence
National Gas Transmission
National Grid Electricity Transmission Plc
National Highways

Scoping Opinion for Humber Carbon Capture Pipeline

Natural England
Network Rail
North East Lincolnshire Council
North Ferriby Parish Council
North Lincolnshire Council
North Yorkshire Council
North Yorkshire Fire & Rescue Service
Northern Gas Networks
Redcar and Cleveland Borough Council
Royal Mail
The Isle of Axholme and North Nottinghamshire Water Level Management Board
Thorngumbald Parish Council
UK Health Security Agency
West Lindsey District Council
Witham and Humber Drainage Boards (North East Lindsey Drainage Board)
Yorkshire and Humber Drainage Boards

From:
To: Humber Carbon Capture Pipeline

To: <u>Humber Carbon Capture Pipeline</u>

Subject: Response to Humber pipeline consultation

Date: 30 January 2025 13:53:00

Attachments:



The councillors of Burton upon Stather Parish Council have many unanswered questions to this proposal and feel that more information is required. They feel unable to give a response.

Regards

Candace Brent

Mrs Candace Brent
Parish Clerk to Burton upon Stather Parish Council

The Parish Office, High Street, Burton upon Stather, North Lincs, DN15 9DE

email: clerk@burtonuponstatherparishcouncil.gov.uk

website: www.burtonuponstatherparishcouncil.gov.uk

The Clerk is available Monday to Thursday 9am to 1pm. If you would like to speak with her, could you please phone or email to arrange a suitable time.



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Secretary of State
The Planning Inspectorate
Environmental Services
Temple Quay House
2 The Square
Bristol
BS1 6PN

Your Ref EN0710003

Our Ref IPP-256

Monday 27th January 2025

BY EMAIL ONLY HumberCCpipeline@planninginspectorate.gov.uk

Dear Sirs

Humber Carbon Capture Pipeline (Your Ref EN0710003) – Scoping Opinion, Comments from the Canal & River Trust

Thank you for your consultation on the Environmental Impact Assessment Scoping for the above project.

We are the charity who look after and bring to life 2000 miles of canals θ rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation.

Having reviewed the location of the proposed project and the Scoping Report, we wish to make the following comments:

The proposed pipeline would cross the Trust's network in two locations. These are at

- The Aire & Calder Navigation east of Rawcliffe Bridge (where we are landowner and Navigation Authority);
- The River Ouse, south west of Drax power station (where we are Navigation Authority only).

The project boundary also includes an existing bridge crossing across the Stainforth & Keadby Canal, which we understand is to be utilised for construction access. The Trust own and manage the canal below.

We wish to make the following comments in respect of the scoping report.

Ecology and Biodiversity (Chapter 7)

The crossing of our network has the potential to impact upon habitats associated with our waterway. This would include any impact from vibrations from any drilling works below, or any severance of habitat corridors resulting form construction compounds in proximity to the waterspace.

We request that the chapter should specifically identify water courses and canals as a receptor that could be impacted by the works.

Protected, Notable and Non-Native Invasive Species

The Trust takes no issue with the statement in table 7-7 that the draft Order Limits and its Zol are perceived to be outside the current natural range for white-clawed crayfish.

Canal & River Trust

Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire DE13 7DN T 0303 040 4040 E canalrivertrust.org.uk/contact-us W canalrivertrust.org.uk/

We wish to highlight that the Trust have observed Owl Boxes (with known occupation), and we consider that these may need to be scoped into the assessment to prevent disturbance and habitat loss/fragmentation.

We are aware of a known distribution of eels on the Ouse, and believe these should be scoped into the assessment. (We note that European Eel are already referenced in table 7-7).

Whilst the Scoping Document does not fully clarify how invasive species will be managed, we recommend that any mitigation should include Check-Clean-Dry protocols to prevent the spread of these species, with known locations buffered from the works areas where possible

Design, Mitigation and Enhancement Measures

We note that section 7.9 highlights key principles of potential mitigation measures to be employed during and post construction.

The Trust would suggest that an appropriate buffer should be utilised from the bank tops of our waterways to minimise impacts on the riparian corridors. Appropriate buffers should also be put in place for priority habitats, hedgerows, trees and floral INNS. Reference to the use of buffers in the scoping report would therefore assist.

Description of Potential Likely Significant Effects

HDD activities have the potential to impact waterborne species in any watercourses they cross through vibrational effects. Paragraph 7.10.2 of the scoping report refers to vibrational impacts of tunnelling works, and we request that it is made clear that this impact could also apply to HDD activities specifically. Vibrations could impact invertebrates, amphibians, otter and fish (listed in table 7-8), and an assessment of the potential impact on these species should be scoped into the report.

Ground Conditions (Chapter 9)

The proposed assessments referred to in the chapter are groundwater focused and we request that consideration should also be given to hydrology in the baseline, although we do note that the tidal River Trent and Humber Estuary have been identified as possible receptors.

We believe that the Environmental Assessment should capture the crossings of the Aire & Calder and River Ouse as receptors, and consider the present and future baselines. It would be helpful if the Statement considers whether there will be any change to the future baseline for the Aire & Calder Navigation and River Ouse crossing sites.

Landscape and Visual (Chapter 10)

Chapter 10 advises that a LVIA will be carried out. Paragraph 10.3 refers to the proposed method of assessment. The LVIA will be informed by a map of Zone of Theoretical Visibility (ZTV) to illustrate the theoretical visibility of the Project during the operational phase and will be produced to inform the assessment.

Due to the nature of the pipeline, the Trust believe that is it unlikely that there will be a significant visual impact to the setting of our waterways during the operational phase. However, it is likely that temporary impacts during the construction phase could have an adverse impact, for example the impact of construction compounds, temporary fencing, vehicular and equipment mobilisation areas, works lighting, or spoil mounding from the drilling process.

Paragraph 10.9.3 does highlight appropriate mitigation to help limit the impact of temporary works, whilst 10.10.5 does identify that impacts on canal and river users will be scoped into the assessment. We therefore take no issue with the approach taken, but do request that the examples of construction impacts on our users discussed in the paragraph above are incorporated into the assessment.

Noise and Vibration (Chapter 12)

We wish to highlight that works to install pipelines below our waterways, as suggested in the scoping document, would need to be carefully managed to avoid any significant vibration or loading that could adversely impact the stability of the canal or riverbanks above.

Canal & River Trust

Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire DE13 7DN T 0303 040 4040 E canalrivertrust.org.uk/contact-us W canalrivertrust.org.uk/

We request that methodology and associated risk mitigation details should be submitted prior to the commencement of development on site. We advise that this information should be incorporated into the EIA. In chapter 12, the existing scoping report highlights that Noise and Vibration assessments will focus upon impacts to sensitive receptors, such as residential property. We request that this should be expanded so that any risk to the banks of the Ouse and Aire & Calder Navigation, including existing stone and piled wash walls, are fully assessed.

Impacts to Our Waterways During Construction

We wish to advise the applicant that the construction of our waterways, notably existing deep structural sheet piling on both waterways, may result in complications for the construction of pipelines below our waterways.

The applicant is therefore strongly advised to first contact the Trust to provide advice on the exact location of any directional drilling that may be proposed so that we can assess if the proposal is feasible and practical. Appropriate investigations, including bore holes, may be required to ascertain the exact ground conditions and depth of existing piling.

The Trust advise that any directional drilling below our network should seek to be a minimum of 3.5m in depth from bottom of canal bed to top of the pipe (the exact distance can depend on settlement during construction works).

The applicant is advised that there is likely to be the presence of piled walls along the Aire & Calder Navigation, which could impede upon the construction of a pipeline underground. These extend to 7m in depth, and the applicant should ensure that they survey the route fully to ensure that the works sought are feasible. To avoid damage to the piled canal wash wall, any drilling would need to be 3m below the piled structure.

Trust Code of Practice

As the applicant may be aware, the Trust will require any works in, under, over, or in close proximity to, the Trust's waterway infrastructure, to be carried out in accordance with the Trust's Third Party Works Code of Practice (which can be found at https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice). The Trust created the Code of Practice to provide to all third parties working in and around the Trust's network with expectations, standards and processes to ensure the integrity and safety of the network, safeguard operations and conserve its heritage and the natural environment, in line with its statutory duties and charitable objectives.

The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team via switchboard on 0303 040 4040 should they have any questions, require further information upon the Code, or seek clarification over the feasibility of pipeline routing below our network. Horizontal Directional Drilling crossing information can be found in Part 2 of the Code of Practice Section 2 Service Crossings.

Landowner Comments

Where nationally significant infrastructure projects have the potential to interact with, or impact, the Trust's network, the Trust secures protective provisions within the DCO. The Trust can provide a copy of our standard protective provisions to the applicant. These provisions secure collaborative working and cost recovery through the Trust's Code of Practice. We would be happy to share these with the applicant at the earliest convenience. We expect most concerns raised by the Trust, about the Humber Carbon Capture Pipeline project, can likely be adequately addressed through these protective provisions.

Landowner consent would likely be required for the installation of a new cable below our waterways, due to the Trust's land ownership. The applicant is advised to contact the Trust's Utilities section at utilitiesenguiru@canalrivertrust.org.uk for further advice.

Please note that the Canal & River Trust is a statutory undertaker which has specific duties to protect the waterways. Accordingly, it is likely that we will resist the use of compulsory purchase powers which may affect our land or undertakings. We reserve the right to seek protections under S16 of the Acquisition of Land Act 1981 should any proposals affect land which has been acquired for the purposes of our undertaking. Accordingly, we require that the acquisition of any Trust land or rights over Trust land should be secured by agreement.

Canal & River Trust

Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire DE13 7DN T 0303 040 4040 E canalrivertrust.org.uk/contact-us W canalrivertrust.org.uk/

We encourage details of the applicant's land ownership requirements are provided and for negotiation for any land transfers to occur as soon as possible. Disposals by the Trust of operational land require internal approvals to satisfy its own policies and Charity Commission rules and time should be allowed for this in the transaction process.

I trust the above information is of use. If you or the applicant have any questions or require further information, please do not hesitate to contact me on the details below.

Yours Sincerely

Simon Tucker MRTPI

Area Planner – Yorkshire and North East

canalrivertrust.org.uk
Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire, DE13 7DN

https://canalrivertrust.org.uk/specialist-teams/planning-and-design



CLdN Ports Killingholme Limited Haven House Clough Lane North Killingholme North Lincolnshire DN40 3JS

Planning Inspectorate Environmental Services Operations Group 3 Temple Quay House 2 The Square Bristol BS1 6PN

humberccpipeline@planninginspectorate.gov.uk

31 January 2025

Dear Sirs

Humber Low Carbon Pipeline (HCLP) - Scoping Opinion request consultation

Thank you for your letter of 3 January 2024 to us as a relevant consultation body.

CLdN Ports Killingholme Limited is the operator of CLdN Ports Killingholme (the Terminal), a nationally significant six-berth RoRo ferry terminal on the River Humber, which is one of the busiest and most significant RoRo freight terminals serving the UK's North Sea short sea shipping trade. The Terminal handles both unaccompanied and accompanied import and export freight via daily services to continental Europe. CLdN Ports Killingholme Limited is a statutory harbour authority.

The Terminal is directly affected by the proposals. The promoters of HCLP have put forward what we understand to be construction traffic routes directly through storage compounds in the terminal, and also propose to use roads used in the Terminal for port traffic (including moving freight units) for that construction traffic. We were not aware of this proposal until we received the scoping request documents and we have not had any discussions with the promoters about this.

The Terminal is shown shaded buff on the plan at Volume 2 - Figure 3.1 – HCCP Key Features of The Project Page 11 of 15. This also shows the proposed construction traffic corridor, delineated in red as part of the Order Limits, using private roads within the fenced port estate. An extract of the relevant figure is provided below, as Figure 1. The proposed route from the public highway into the Terminal is via an existing security controlled gatehouse facility.

The area shaded buff on Figure 1 comprises all of the operational land of the Terminal site, and also an area of land designated for the construction of a power station project authorised by the North Killingholme (Generating Station) Order 2014.

CLdN Ports Killingholme Ltd

T:+44 (0) 1469 540 381 info@cldn.com www.cldn.com

2nd Floor, 130 Shaftesbury Avenue W1D 5EU, London, UK

Registered in England number: 00278815 VAT Registration number: GB-668.3350.14 Paragraph 3.1.20 of the scoping request states that "an area of the existing port of Killingholme is included in the draft Order Limits as a potential location to site a construction compound". This is not correct. The area shown as designated for a construction compound is the adjacent AMEP DCO site, hatched green at Volume 2 - Figure 3.1 – HCCP Key Features of The Project Page 11 of 15, which is not owned by CLdN Ports Killingholme Limited.



Figure 1. Extract from Volume 2 - Figure 3.1 - HCCP Key Features of The Project Page 11 of 15

As identified above, it is proposed to route construction traffic through the Terminal's operational land. Paragraph 3.1.20 states that "several existing roads are also included in the draft Order Limits as options are being considered for construction traffic routes", although those routes also bisect storge compounds rather than just using existing roadways.

The Terminal is a coherent unity, all of it in active daily use, and forms a designated and delineated and secure customs temporary storage area under an extant wharf approval. The legal requirements under the wharf approval are that access into and out of the Terminal is controlled by manned gatehouses and requirements for security clearance for every person entering or leaving the Terminal. It is not permissible under the terms of the wharf approval to allow third parties to drive through the Terminal. Those sections of the construction route that do not use port roadways effectively go through the middle of existing storage compounds. Therefore, if the project were to proceed as proposed, those areas of the Terminal through which construction traffic is routed, and the affected port roadways, would have to be taken out of service, as well as the existing access controlled gate to the public highway. This would diminish the existing storage capacity of the Terminal and result in a requirement to reduce throughput at the jetties. In short, the Terminal would have to stop handling a proportion of the cargo that it currently does because there would be nowhere to store it. In addition, it would prevent and interrupt access between the jetties and storage areas and a border control post – used for Border Force and sanitary and phytosanitary inspections.

In that respect:

- there is no mention of the Terminal in the scoping request other than in paragraph 3.1.20. The Terminal
 is not identified as a receptor; the impacts of the proposals on the Terminal are unique and specific and
 potentially of likely significant effect;
- the scope of the transport assessment does not include the impacts of construction traffic on an existing port operation or roadways;
- we assume any CEMP (relating as it would to management of construction traffic on the highway network)
 would not cover activities on private land. In any case, the management of construction traffic would need to be assessed in order that mitigation can be identified;
- the socio-economics section does not include in scope an assessment of the impacts of reducing capacity at one of the UK's busiest freight ports, both in terms of loss of trade and the impacts on employment which could arise from a reduction in activity on the Terminal; and
- there is no assessment of the impact of preventing transit of goods to and from the border control post from the jetties and storage compounds, which would prevent operation of the Terminal.

We also note that there is a reference in Appendix E Cumulative Impacts NSIPS to EN010038 North Killingholme Thermal Generating Station. This is marked as "accepted". In fact that project is authorised under a DCO, the North Killingholme (Generating Station) Order 2014, as amended. It was promoted by an affiliated company of CLdN, C.GEN Killingholme Limited. The project has recently been sold but the main access for the project – which is schedule for development – is along the route allocated by the HCLP project for construction traffic, which is likely to not only give rise to cumulative effects but also directly impact the construction of the generating station comprised in the authorised project.

We hope that the decision of the promoters to put forward the proposed construction routes results from a lack of understanding and not taking the time to investigate what is the nature of the land and operations with which they would interfere; and as a result they will reconsider the proposals. However, the project as it stands vis-àvis the scoping request is the one set out in the request and in that respect the proposed scope of the environmental impact assessment is deficient.

Yours faithfully

Benjamin Dove-Seymour Director

@cldn.com



Planning Inspectorate, Environmental Services, Operations Group 3, Temple Quay House, 2 The Square, Bristol, BS1 6PN

30th January 2025

Dear Ms Terry,

Regarding: your letter of the 3rd January 2025, scoping consultation for application by Net Zero North Sea Storage Limited for an order granting development consent for the Humber Carbon Capture Pipeline.

Your Ref: EN0710003

Thank you for your letter requesting information we consider should be provided relating to the Environmental Statement (ES) scoping process for the Humber Carbon Capture Pipeline (HCCP). Drax Power Limited (Drax) is the developer of the Drax Bioenergy with Carbon Capture and Storage Project (the BECCS Project). The BECCS Project is a negative emissions power project, located at Drax Power Station in Selby North Yorkshire, to fit carbon capture technology to two existing biomass powered electricity generating units. It is at an advanced stage of readiness having completed engineering studies and having been awarded planning consent in the form of a Development Consent Order in 2024. Subject to government support and connection to a CO2 Transport and Storage network, the BECCS Project will become operational in 2030, cumulatively capturing up to 8 million tonnes of carbon dioxide per annum to be stored in a reservoir under the Southern North Sea, permanently removing Greenhouse Gasses from the atmosphere.

Drax welcomes the opportunity to comment on the ES scoping for the HCCP and acknowledges this consultation to be a key milestone reached by the project in its efforts to provide CO2 Transport and Storage services to the Humber region. The pipeline, which is planned to start at Drax Power Station and connect it to permanent CO2 storage in the Southern North Sea, will be a key enabler for the deployment of the BECCS Project as well as providing a wider opportunity to help decarbonise other industrial emitters in the Humber area, cumulatively representing a major contribution towards government net-zero targets.

It was anticipated in the Drax BECCS DCO that the project would connect into the proposed Humber Carbon Capture Pipeline, and which connection is in part provided for pursuant to Work No. 2 of Schedule 1 of the BECCS DCO, and that Drax supports the proposed pipeline project in principle.



Given the potential for interactions between the existing Drax power station operations and Drax's proposed BECCS project, Drax requests that the following information is addressed in the environmental impact assessment ("EIA") for the HCCP project:

- a. The EIA should fully consider the existing operations of the Drax Power Station as part of the baseline, as well as any impact from the HCC Pipeline project on the continuing operation of the Drax Power Station.
- b. The EIA should assess the cumulative impacts of the HCCP project with the Drax BECCS scheme, informed by the ES submitted with the Drax BECCS scheme. The EIA should also include an assessment of any impact from the HCCP project on the ability for the BECCS scheme to be delivered and to operate, including obligations under the BECCS DCO and s106 agreement to deliver measures in relation to flood risk and BNG.
- c. Consideration should be given in terms of how the design of the HCC Pipeline project reflects or considers the Drax Power Station and proposed BECCS project, including alignment with the Design Framework prepared in support of the BECCS application and in discussion with the host authorities.
- d. The EIA should include mitigation measures aimed at coordinating any interface between the HCCP project and Drax's current and proposed operations, and at protecting Drax's current and proposed assets and property. Such measures would be expected to include but not be limited to protective provisions, and Drax would expect the applicant for the HCCP project to approach Drax with respect to such protective provisions (and any other mitigation measures) both with respect to protection for its existing operations as well as its proposed BECCS project. In addition, Drax would expect the applicant for the HCCP project to include drafting in its proposed development consent order aimed at managing the interface between the two schemes and any overlap or inconsistency between the two DCOs, and the applicant for the HCC Pipeline project is requested to discuss the appropriate approach with Drax in this respect.

Yours sincerely

Dr Julie Roden

Head of Carbon Transport and Storage

From:

To: <u>Humber Carbon Capture Pipeline</u>

Subject: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and Consultation

Date: 07 January 2025 08:16:13

Dear Sir/Madam

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

Scoping consultation and notification of the applicant's contact details and duty to make available information to the applicant if requested

I write in response to your emailed letter sent on 3 January 2025 regarding the above. I can confirm that Durham County Council has no comments to make.

Yours faithfully

Claire Teasdale

Principal Planning Officer (Strategic Team)

Planning Development Management Regeneration, Economy and Growth Durham County Council PO BOX 274 Stanley County Durham DH8 1HG



Main Planning Contacts: 03000 262830 planning@durham.gov.uk

Website: www.durham.gov.uk

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The Hub & Willow House, Mareham Road, Horncastle, Lincolnshire, LN9 6PH
T: 01507 601111
www.e-lindsey.gov.uk

Planning Inspectorate Environmental Services Operations Group 3 Your Reference: EN0710003

Our Reference: S/086/000005/25

Contact: Joe O'Sullivan

Email: @e-lindsey.gov.uk

Date: 17th January 2025

Dear Sir or Madam,

Temple Quay House

2 The Square Bristol, BS1 6PN

Re: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and Consultation

With reference to the above Project and EIA Scoping Opinion Consultation letter dated the 3rd January 2025.

The route of the Humber Carbon Capture Pipeline does not fall within the administrative boundary of East Lindsey District Council with the closest part of the route being situated within North East Lincolnshire Council's area at Immingham approximately 24 km from the boundary.

We do not therefore consider that there will be any discernible impact upon East Lindsey District Council's area and therefore wish to confirm that we do not have any comments to make on the information to be provided within the Environmental Statement for the above Project.

This advice is therefore based upon the information available currently. Please note that the advice is given without prejudice to any future decision made by the Local Planning Authority upon the receipt of further information.

If you have any queries, please do not hesitate to contact the case officer Joe O'Sullivan. Many Thanks

Yours faithfully,



Joe O'Sullivan Nationally Significant Infrastructure Projects Manager





County Hall Beverley East Riding of Yorkshire HU17 9BA Telephone (01482) 393939 www.eastriding.gov.uk

Stephen Hunt Director of Planning and Development Management

The Planning Inspectorate Environmental Services Operations Group 3 Temple Quay House 2 The Square Bristol BS1 6PN Your Ref: EN0710003
Our Ref: 24/01927/NSIP
Enquiries to: Thomas Parker

Email: Tel Direct: @eastriding.gov.uk

Date: 31 January 2025

Dear Sir/Madam

Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

I am responding on behalf of East Riding of Yorkshire Council to your email communication of 3 January 2025 regarding the above. The Council have consulted the relevant internal consultees to request what information should be included within the Applicant's Environmental Statement (ES). Their comments are provided below.

Highways

In principle, the Highways Officer is satisfied with the scoping report.

The Highway Authority has been involved with several large environmental developments in recent years. It is important that the developer and their Transport Consultant continue dialogue with the Highway Authority so we can discuss and agree transport implications and any potential mitigation measures with them.

Public Protection

Air Quality

The Environmental Control Specialist has reviewed the Humber Carbon Capture Pipeline Environmental Impact Assessment (EIA) Scoping Report Volume 1(dated January 2025, report ref: 10607856-ARC-XX-XX-XX-ZZ-0002-A1-Scoping Report_V1), specifically Section 6 - Air Quality and is satisfied with the proposed scope regarding local air quality.

Land Contamination

The Environmental Control Specialist has reviewed the Humber Carbon Capture Pipeline Environmental Impact Assessment (EIA) Scoping Report Volume 1(dated January 2025, report ref: 10607856-ARC-XX-XX-XZ-2Z-0002-A1-Scoping Report_V1), specifically Section 9 - Ground Conditions and Hydrogeology and is satisfied with the proposed scope regarding land contamination.

Executive Director of Planning and Economic Regeneration

Noise and Vibration

The Environmental Control Officer has reviewed the Humber Carbon Capture Pipeline Environmental Impact Assessment (EIA) Scoping Report Volume 1 (dated January 2025, report ref: 10607856-ARC-XX-XX-ZZ-0002-A1-Scoping Report_V1), specifically Chapter 12 – Noise and Vibration and is satisfied with the proposed scope regarding noise and vibration during the different phases of the proposed development.

Human Health and Wellbeing

The Environmental Control Officer has reviewed the Humber Carbon Capture Pipeline Environmental Impact Assessment (EIA) Scoping Report Volume 1 (dated January 2025, report ref: 10607856-ARC-XX-XX-ZZ-0002-A1-Scoping Report_V1), specifically Chapter 14 – Human Health and Wellbeing and is satisfied with the proposed scope regarding human health and wellbeing, during the different phases of the proposed development.

Lighting Effects

The Environmental Control Officer has reviewed the Humber Carbon Capture Pipeline Environmental Impact Assessment (EIA) Scoping Report Volume 1 (dated January 2025, report ref: 10607856-ARC-XX-XX-XX-ZZ-0002-A1-Scoping Report_V1), specifically page 366 – Summary of the Proposed Scope of Assessment – Lighting Effects, as well as on pages throughout this document and is satisfied that sufficient account has been made for the effects of artificial lighting on local amenity and how this can be mitigated.

Drainage

The Lead Local Flood Authority has advised that the sites lie within Flood Zones 1, 2 and 3. The Flood Risk Assessment will need to address the required flood mitigation methods. There are areas of the sites which have a low, medium and high risk of surface water flooding.

The pipeline passes through various Internal Drainage Board Areas listed below:

South Holderness
Isle of Axholme
Reedness and Swinefleet
Goole Fields
Dempster
Thorntree
Black Drain
Rawcliffe
Snaith and Cowick

Please consult these above noted Internal Drainage Boards regarding any consenting works required and agree discharge rates for and proposed surface water runoff, which will be limited to greenfield runoff of 1.4l/s/ha.

If discharging to a main river the Environment Agency will be required to consent and approve any proposed discharge.

Consultation should take place with the listed Internal Drainage Boards and Lead Local Flood Authority regarding watercourse crossings to agree the watercourse crossing methodology, horizontal directional drilling should be considered as the preferred option.

All sites should be surveyed for existing land drainage systems and ensure that any works would not impact on existing drainage systems. Access should also be considered for future maintenance and inspections of existing watercourses.

Any hardstanding or impermeable areas should be positively drained with full details to be submitted and approved by the East Riding of Yorkshire Council, and the listed Internal Drainage Boards.

Nature Conservation and Trees

Comments to follow.

Countryside Access and Public Rights of Way

Comments to follow.

Archaeology

Please contact Humber Archaeology Partnership for further comments.

Heritage Assets

The Conservation Officer has the following comments to make:

The study area at 500m, combined with the potential for extending area for above ground elements, in line with finding from the ZTV, seems to be sufficient from an above ground heritage perspective.

Data sources for baseline assessment seem to be acceptable- there are no others I can think of at this juncture which I would suggest including.

Methodology for assessment is acceptable. With the caveat that the proposed matrix (tables 11-3, 11-4 and 11-5) is a useful initial scoping tool, but it is a comparatively blunt instrument when it comes to a detailed assessment of the impact on assets that will be affected. There will therefore likely need to be some bespoke and more targeted assessment for those assets identified to be more tangibly affected in order to ensure a robust conclusion.

Overall, I'm comfortable with what is proposed to be scoped in and scoped out.

Landscape/Visual and Agricultural/Soils

No comments at this stage. The Council would need to appoint external consultants to advise on these matters.

Waste and Minerals

No specific comments to make.

Yours Sincerely

Stephen Hunt MRTPI

Director of Planning and Development Management

From:

To: Humber Carbon Capture Pipeline

Subject:

FW: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and

Consultation

Date: Attachments: 15 January 2025 10:52:09

. . .

Hi

I am contacting you from Elloughton cum Brough Town Council.

We discussed the below proposal at last night's meeting of the Planning Committee and resolved the below comments:

Elloughton cum Brough Town Council resolved they cannot make an informed decision due to lack of information but have concerns about the wildlife and flood risk along the Humber estuary.

Many thanks

Danika

Danika Lynch
Deputy Clerk
Elloughton-cum-Brough Town Council

elloughtonbrough-tc.gov.uk/

Please note working days are Tuesday, Wednesday and Thursday.

From: Humber Carbon Capture Pipeline

[mailto:HumberCCpipeline@planninginspectorate.gov.uk]

Sent: 03 January 2025 12:05

Subject: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification

and Consultation

Dear Sir/Madam

Please see attached correspondence on the proposed Humber Carbon Capture Pipeline.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the



XA/2025/100257/01

Hannah Terry Senior EIA Advisor Temple Quay House 2 The Square Bristol

PINS ref: EN0710003

Our ref:

Date: 31 January 2025

Bristol BS1 6PN

humberccpipeline@planninginspectorate.gov.uk

Dear Hannah

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Scoping Opinion - Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

Thank you for consulting us on the EIA Scoping Opinion for the Humber Carbon Capture Pipeline Development Consent Order (DCO).

We recommend that further detail is needed to demonstrate the impact of the proposals on flood risk, main rivers, water resources, groundwater, ecology, fisheries, biodiversity and geomorphology.

We have provided our detailed advice on each of the topics within our remit in the attached tables in the appendices. The tables are set out in the order prescribed by the Scoping Report for ease of reference. The attachments are:

Appendix 1 - Detailed comments on EIA Scoping Opinion

Appendix 2 - General comments

Appendix 3 - Informatives

Please note this response does not represent our final view in relation to any future DCO, or any environmental permit applications made to us. Our final views will be based on all relevant information including applications and guidance available at the time of submission.

We trust this advice is useful. If you require anything further, please contact me on the details below.

Yours sincerely

Deborah Craiq

Planning Specialist - National Infrastructure Team

E-mail NITeam@environment-agency.gov.uk

Appendix 1 – detailed comments on EIA Scoping Opinion

Chapter 3 – Description of the Project	
Section 3.2.1 The proposed design of the pipeline	This section notes that the design life of the pipeline is 25 years although the Endurance Store has a capacity to store carbon far beyond this period. From a planning perspective the design life for non-residential development should be considered as 75 years.
	Recommendation: The lifetime for non-residential development from a climate change perspective should be considered as 75 years as a starting point. On this basis, the 2080's epoch should be used as the time horizon for establishing fluvial climate change uplifts. For tidal climate change uplifts, the appropriate sea level rise allowances (Higher Central and Upper) should be applied to the end of the 75-year lifetime. Further details on the climate change allowances to apply can be found online at: Flood risk assessments: climate change allowances - GOV.UK.
Table 3-2 – Proposed Trenchless Crossings:	We note the proposed trenchless crossings of watercourses and look forward to further engagement as the plans develop.
	Recommendation: further engagement on water crossings recommended. Please note that a Bentonite Breakout Plan will be required for any Horizontal Directional Drilling (HDD).
Section 3.6.32	The dewatering described in open trench construction will require an abstraction licence. New consumptive groundwater abstraction is not available in this region.
	It is anticipated that excavation will be relatively shallow and that discharge to soakaway or to surface water will deem the dewatering abstraction non-consumptive. This will increase the likelihood of a licence being granted. The use of dewatering water for other (consumptive) uses would not be permitted unless the water can be confirmed to be in continuity with the surface water.
Section 3.6.63	It is understood that up to 30,000m3 of water will be required for hydrostatic testing of the pipeline at pre-commissioning. We are pleased to see a number of potential sources of supply in addition to mains have been considered.
	It is also understood that a similar magnitude of quantity is required for HDD in bentonite mixing and driving the drill itself.
	Recommendation: we recommend that the Abstraction licensing strategies for the catchments relating to the scheme

	are studied to inform an options appraisal of supply options and identify any obvious obstacles (see also comment for 3.6.32). For example, access to surface water will be restricted to periods of high flows. Water may be available in the winter but not in the summer. On site storage may therefore need to be considered to buffer this risk.
Section 3.6.33	Crossings of minor watercourses utilise open-cut trenching. Depending on the sensitivity of the watercourse, open-cut techniques will have an effect on in channel features and may destabilise bank structure and encourage morphologic changes under high flow events.
	Recommendation: Trenchless crossing methods are preferred. However, sometimes this is not possible/practicable. To aide in the decision process, Modular River Physical (MoRPh)/River Condition Assessments to identify less sensitive crossing locations should be used. Feasibility of trenchless as opposed to open-cut trenching in areas where "minor water courses" show pronounced activity should be given due consideration. Where open cut trenching is utilised, channel bedforms and banks should be reinstated to condition prior to trenching.
Section 3.6.43	This describes the proposed tunnel beneath the Humber. An understanding of other pipeline developments in this area may be beneficial.
	Recommendation: we suggest that advice is sought from the gas pipeline development by National Grid, formerly known as 'Feeder 9'. The gas pipeline tunnel, constructed in approximately the same location as this proposal, is understood to have capacity for further pipelines. In addition, their experiences of the ground and artesian groundwater conditions may be useful. Dewatering considerations will be key to this stage.
Section 3.6.50-62	It is good to see that cliff erosion and foreshore lowering at the landfall location have been taken into account regarding the installation of pipes at landfall, and that different methods are being investigated. Micro-tunnelling would probably be the least preferred option as it would require works in the intertidal zone, which may have an effect on coastal processes at the landfall location. Plus it would also require the excavation of an access track through the cliffs, to allow access to the foreshore. This activity may change the characteristics of the cliffs at this point and, dependent on the method of reinstatement either exacerbate erosion or introduce a hard-

point.

However, it is acknowledged that the other proposed methods may require deeper excavations to be carried out on the landward side of landfall, due to the cliffed nature of the coast at this location and the intention to bury the pipe at sufficient depth to account for foreshore lowering and cliff retreat.

Recommendation: we recommend that a study is undertaken to see if the intertidal excavations for micro-tunnelling will have an effect on the coastal processes at this location. Plus a study to determine if the construction of a haul road to access the beach will have an effect on the integrity of the cliffs following reinstatement. Also, whether temporary protection for the access route would be needed during construction activities and how that would effect the current shore defences.

Section 3.8 (& 4.7.8-10)

Decommissioning of landfall infrastructure seems to be problematic, both in terms of methodology and also with regard to the potential to present a hazard in the future due to the consequences of a warming world. Grouting the pipe and leaving in situ seems sensible for this cliffed area, as attempted removal may de-stabilise and erosion susceptible cliff.

It is encouraging to see that a requirement for an appropriate Demolition Environmental Management Programme (DEMP) is proposed to be included in the draft DCO.

Recommendation: although it is unlikely, given the proposed depth of burial, consideration should be given to potential worst-case scenarios where the decommissioned pipeline becomes exposed on the foreshore or within the cliffs, should rates of cliff retreat and foreshore lowering increase as a consequence of a warming world. It may therefore be necessary to make provisions for future stakeholders to be able to rectify this possible situation.

Chapter 5 Agriculture and Soils

Section 5.10.7

Section 5.10.7, it states: "During operation, soil temperatures around the pipeline may be increased as a result of higher fluid temperatures within the pipeline." Heat is defined as a pollutant under the Environmental Permitting Regulations 2016 (as amended) and is subject to regulatory controls. If fluid temperatures within the pipeline can affect soil, we consider that they can also affect groundwater.

Recommendation: please scope this into the assessment.

Chapter 6 Air Quality

Sections 6.9.1; 8-15

The Air Quality chapter explores dust suppression and includes reference to an adequate water supply required for wheel wash. Additionally, the climate change chapter identifies drought as a potential hazard which threatens water availability for dust suppression (and HDD).

The potential sources of supply for these activities is not defined. It could be inferred that they would be those identified above.

Recommendation: we agree that drought is considered a hazard relating to climate change and that it threatens water availability should we experience periods of prolonged dry weather (which will potentially increase the need for dust suppression).

An options appraisal and review of <u>Abstraction licensing</u> <u>strategies</u> can inform a Water resources assessment which identifies obstacles to security of supply and explores mitigation such as storage or licence trading.

Chapter 7 – Ecology and Biodiversity	
Section 7.2. – Legislation, Policy and Guidance:	 Recommendation: please include: The Eels (England and Wales) Regulations 2009. The Management of Hedgerows (England) Regulations 2024.
Section 7.3 – Proposed Assessment Methodology: Table 7-3 – Sources of Information:	 Recommendation: please include the following Please include fish data from the Environment Agency (EA). The desk study should also include freely available EA fish population data including TRaC waterbodies. Please include Water Framework Directive (WFD) reasons for failing and mitigation measures. Please include the Environment Agency's planned Restoring Meadow Marsh and Reed (ReMeMaRe) projects.
Table 7.4	Quantitative fish surveys should be undertaken where

	waterbodies are crossed and where there is suitable habitat for fish. This will inform the impact-pathway and significance on sensitive fish receptors. We would recommend that freshwater surveys to inform presence of salmonids and bullhead do not take place during spawning months. It is unlikely that a S27a permission (under Salmon and Freshwater Fisheries Act 1975) will be granted when targeting spawning salmonids. Instead summer fish survey results, EA survey data and habitat assessments should be used to inform inland salmonid populations. Recommendation: please undertake surveys, where relevant.
Section 7.6 – Receptors:	The correct acronym for Invasive Non-Native Species is INNS – not NNIS. Please include receptors that EA screening found records of: Protected Species and Priority Habitat: The Shining Ram's-horn Snail (Segmentina nitida) Desmoulin's whorl snail (Vertigo moulinsiana) Depressed (or Compressed) River Mussel (Pseudanodonta companata) White-clawed crayfish (Austropotamobius papilles) Chalk Streams INNS: Chinese Mitten Crab Nuttall's Water-Weed Common Cord-Grass Asian Shore Crab New Zealand Pigmyweed Indian Balsam American Mink Japanese Knotweed Recommendation: please amend as above.
Section 7.6.1	Migratory fish are not considered in all relevant contexts. This may lead to failure to assess risks to fish from the project. Recommendation: all relevant diadromous fish need to be considered within fresh, transitional and coastal waters (i.e. in Chapters 7 and 19).
Table 7-7	Twaite shad and allis shad are also present in the Humber Estuary. Salmonids (Atlantic salmon and brown/sea trout) also

likely present in the River Derwent. Additionally, in Table 19-8, Atlantic salmon, brown/sea trout, European smelt and European eel are also present in the Humber Estuary.

This section also includes marine fish, but these are not mentioned in *Chapter 19 Intertidal and Coastal impacts*, where they are also relevant. This may lead to failure to assess risks to fish from the project. It would be fine to deal with them all comprehensively in a single place, but there must be cross-referencing between the 2 chapters to indicate that is the case. Otherwise they must be dealt with in each relevant habitat.

The text reads "Bullhead: unlikely to occur within any of the watercourses within the Study Area due to sub-optimal habitat suitability and lack of connectivity to known records of the species."

The above statement is incorrect. Although not numerous, bullhead (*Cottus gobio*) are recorded from river Ancholme and other tributaries of the Humber. Ignoring this species may mean that risks to this protected species are overlooked.

Recommendation: please update accordingly.

Table 7-8

Please be aware of the following:

Impact of trenchless crossings on fish

For consideration there is a direct impact-pathway on fish from noise associated with vibration from trenchless crossings on waterbodies.

Recommendation: open cut trench crossing of all waterbodies should be avoided, and trenchless techniques prioritised. Where trenchless techniques are not used, then a robust mitigation should be in place to ensure fish are protected. This may involve fish surveys and rescues, avoidance of migratory and spawning periods, screening of pump inlets and outlets, improving the conditions of habitat post construction. Where temporary cofferdams are in place, measures to ensure fish passage is maintained should be included.

Priority habitat

Saltmarsh is not included in the table as a Priority Habitat. This may lead to failure to assess risks to this habitat from the project.

Recommendation: Saltmarsh is present along the shore of Humber lower waterbody near the planned crossing and

	should be included as it is a protected, priority habitat.
Section 7.9 – Design, Mitigation and Enhancement Measures:	 7.9.8 – Biodiversity Enhancement Strategy: We welcome the proposed Biodiversity Enhancement Strategy. Due to the presence of watercourses, wetland, and intertidal habitats, we would like to see the inclusion of these parts of Biodiversity Net Gain (BNG).
	 We advise early engagement to ensure that the right biodiversity net gains are in the right places and enable a range of objectives to be aligned to deliver multifunctional benefits.
	The watercourse Metric is an opportunity to deliver watercourse enhancements. BNG should be aligned with River Basin Management Plans, Local Nature Recovery Strategies, Water Framework Directive (WFD) objectives/mitigation measures, and Catchment Plans.
	 Please consider using the Technical Guidance – BSI Standards Publication BS 8683:2021 – Process for designing and implementing Biodiversity Net Gain – Specification.
	 Please consider using the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024 particularly it terms of the intertidal BNG.
	7.9.13 – Please include the introduction of INNS, and management/eradication of INNS to all references regarding preventing the spread of INNS.
	Recommendation: as described above.
Section 7.11 – Summary of the Proposed Scope of Assessment:	Table 7-8 - Matters Scoped in or out of further assessment. We advise the applicant to ensure that the records of White Clawed Crayfish are correct before scoping it out.

Chapter 8 Climate change, adaptation and resilience	
Table 8-4	With regards to the phrase <i>Beneficial "with a positive climate impact."</i> - we question the inclusion of this phrase. None of the other categories refers to climate and we consider it will be very difficult to evidence demonstrable changes to climate that may arise from carbon capture attributable to this project. Recommendation: re-consider the inclusion of this phrase.

Table 8-15
Potential climate
risks to the
project during the
construction,
operation, and
decommissioning
phases

We agree with the climate hazards identified within this table from a flood risk perspective. We welcome the scoping in of climate resilience to the climatic conditions identified during the construction, operation, and decommissioning phases.

Chapter 9 Ground Conditions and Hydrogeology

Section	on 9.2	.2,
9.2.3,	9.2.6,	9.3.3
(7.10.	2)	

Legislation and guidance

Legislation relevant to ground conditions is listed in 9.2.2 and consideration of relevant National Policy Statements is given as 9.2.3. These sections appear to be sufficiently comprehensive.

Guidance used to assess ground conditions and hydrogeology is listed as 9.2.6. This list appears to be very limited. We strongly recommend that, as a minimum, the applicant also refers to the following:

- Environment Agency land contamination guidance: <u>Land contamination risk management</u> (LCRM) and materials referred to therein
- The Environment Agency's approach to groundwater protection: Groundwater protection position statements

LCRM is referenced in 9.3.3, so it is unclear why it was not included in 9.2.6.

Note that our approach to groundwater protection states that we will normally object to activities (such as piling) that may disturb aquifers in groundwater source protection zone 1 (SPZ1). We recommend that relevant sections of this report, such as 7.10.2, recognise that piling can pose a risk to groundwater, and that a piling risk assessment may be required to ensure any risks are adequately mitigated.

Recommendation: as described above.

Section 9.3.2

In Section 9.3.2, there is a reference to Section 9.8.2299. This section does not appear in the report. We assume this is a typographical error.

Recommendation: please amend

Section 9.8.2, 9.8.14, 9.9.7	Commitment 4 outlined in the draft Register of Commitments in Vol 3: Appendix F should not be restricted to being a Surface Water Management Plan. Instead, we suggest a Controlled Water Management Plan, to include groundwater, and the implications of dewatering requirements in terms of abstraction licensing, discharge management, and permitting.
	Our records indicate several potable and other groundwater abstraction licences within the Study Area for the hydrogeological conditions assessment. The applicant states that they will contact local authorities (Section 9.8.2) and the Environment Agency (9.8.14) in relation to this data. Some data might also need to be obtained from water companies.
	Recommendation: as described above.
Section 9.8.20 (9.6.1)	Historic landfills are discussed briefly in 9.8.20. Our records show several active and historic landfills either within the Draft Order Limits or within the 250m search buffer specified in 9.6.1. No comment is made about these in the report. No information is given about the historic landfills. Recommendation: we strongly recommend that the applicant revisits this search. A commercially available environmental database search may be beneficial.
Section 9.9.2, 9.9.3, 9.9.5, 9.10.2, 9.10.3	It is stated that the following reports will be produced and submitted later in the DCO process. We look forward to seeing these: • [draft] Construction Environmental Management Plan (CEMP) and DEMP (for example, sections 4.7 and 9.9.2). • Water Framework Directive (WFD) (for example, Section 4.13.5). • ground investigation and risk assessment of potential contaminant linkages (Section 9.9.3). • detailed hydrogeological assessment where trenchless techniques or dewatering is required (Section 9.9.5). Recommendation: we welcome this and ask to be consulted on these assessments - we presume that consideration of the potential significant effects outlined in 9.10.2 and 9.10.3 will form part of these assessments.
	We note that there is no mention of dewatering being a

licensable activity.

We recommend production of a standalone detailed preliminary geo-environmental desk study report (Phase I Geo-Environmental Assessment) - this should be done in accordance with our guidance <u>Land Contamination: Risk Management</u>

We have noted no mention of the following, which we might expect for a project of this type, especially given geological conditions:

- Operations Environmental Management Plan (or equivalent)
- foundation works risk assessment, especially for where the route passes through SPZs

Recommendation: as described above.

Section 9.8.4, 9.8.7, 9.8.8, 9.8.9 (5.8.5, Table 17-4), 9.7.1, 9.8.11, Table 9-6 (4.13.5)

Site setting

The geology underlying the site is summarised as section 9.8.4. We are generally satisfied that the applicant has identified most formations within the DCO boundary. Note that Kelsey Hill Gravels (Beds) is also present as a superficial horizon in isolated locations at surface east of the River Humber.

We are satisfied that the bedrock and superficial aquifer classifications given in 9.8.7 and 9.8.8 appear to match our records. The applicant acknowledges the presence of SPZs 1, 2 and 3 within the study area in 9.8.9, and comments that there may be other potable water abstractions which benefit from an SPZ that aren't on the published mapping. We support this approach.

The potential for shallow groundwater in surficial soils is mentioned in 5.8.5. This is consistent with our records. Shallow groundwater may be an issue for construction dewatering. The potential for potential for artesian groundwater conditions is mentioned in Table 17-4 but nowhere else in the report. Artesian conditions are possible and must be considered.

In Section 9.7.1, aquifers are given as hydrogeology receptors. We consider SPZs and groundwater abstractions (private and public) should also be given here as specific receptors.

The Water Framework Directive (WFD) groundwater bodies identified in 9.8.11, Table 9-6 do not match our records. This

should be corrected for all future documents, but we are satisfied that no immediate action is required at this stage. A full WFD report will be completed in due course, as noted in 4.13.5. We expect the correct WFD groundwater bodies to be used in that report.

Recommendation: as described above.

9.7.1, 9.11, Table 9-5, 9-7

Scoping

Sensitive receptors are identified in 9.7.1. This list should include groundwater and surface water abstractions (private and public supply).

We are pleased to see that all matters relating to Ground Conditions and Hydrogeology have been scoped in (Section 9.11, Table 9-7). We agree with this assessment. Note that the Environment Agency should be included in Table 9-5, in line with Table 9-7.

Recommendation: as described above.

Section 9.8.10

There seems to be a misunderstanding of the purpose of Safeguard Zones (not "Safeguarding" as written) (Section 9.8.10). These are designated at a catchment scale, but do not require actions or impacts to be at a catchment scale. They are designated where there are already known impacts to public water supply abstractions, and so highlight where risks exist, and mitigation is needed. Further information is available on GOV.UK: Safeguard zones (SgZs) are used for areas around abstractions where water quality is poor. An SgZ means that there will be strict enforcement of existing measures for particular pollutants and activities, and possibly new voluntary measures. SgZs are not statutory designated areas, but are where additional measures are needed to improve water quality.

Chapter 16 Waste and Materials

Section 16.8.5

Waste arising from earthworks is acknowledged in Section 16.8.5. We agree that this should be considered and note that reuse of soil within the site might also be classed as a waste operation. There is no mention in Volume 1 of the Contaminated Land: Applications in Real Environments

(CL:AIRE) Definition of Waste: Development Industry Code of Practice (DoW:CoP). This provides operators with a framework for determining whether excavated material arising from site during remediation or land development works is waste or has ceased to be waste. We note that it is mentioned in Commitment 14 of Volume 3, Appendix F. Please note that an informative about waste and environmental permits is given at the end of this response.

Recommendation: refer to, and give consideration to, the CL:AIRE DoW:CoP.

Chapter 17 Water Resources, Flood Risk, and Land Drainage

possible effects of climate change.

Section 17.2.9

In addition to the publications listed, guidance in regard to river crossings can be found in the following document:
Scottish Environment Protection Agency (SEPA), 2010.
Engineering in the water environment: good practice guide River crossings Second edition. SEPA
As of 28/1/2025 new National Coast Erosion Risk Mapping data and National Flood Risk Assessment data have been published and are available for open access via gov.uk
Flood map for planning will be updated on or after 25/3/2025 and will include, for the first time, surface water flood risk and

Section 17.3.7 Impact Magnitude

With regards to the impact magnitude as described within table 3.71 within the Design Manual for Roads and Bridges (DMRB), changes in peak flood levels of less than 10 millimetres are described as negligible. Please note that the classification presented within this table is slightly at odds with the National Planning Policy Framework which details that there should be no increases to flood risk elsewhere because of new development.

Impacts to third parties could potentially be overlooked if a blanket 10 millimetre threshold is classified as negligible. The spatial extent of any increases or reductions in flood risk is also an important consideration not just the magnitude.

Recommendation:

Any impact on flood risk will need to be reviewed on a case-bycase basis as the spatial extent of any increase is also an important consideration, not just the magnitude of any increase in peak water levels. Furthermore, considerations around modelling precision may also influence what is classed as an observable increase or impact versus what might be attributable to modeling precision limitations and instability. There is a section on the impacts on off-site flood risk within

	the guidance on undertaking modelling for flood risk
	assessments which should be consulted and provides some useful considerations. This is available online at <u>Using</u> modelling for flood risk assessments - GOV.UK (www.gov.uk).
Section 17.4 Limitations and Assumptions	This section notes that it is assumed that there is sufficient data from the risk management authorities to inform a site-specific Flood Risk Assessment (FRA) and that no new flood risk models will need to be developed. Whilst the Environment Agency do hold detailed hydraulic models for some of the Main Rivers which are crossed by the order limits, some of this modelling is old and uses out of date climate change allowances.
	The assessment of flood risk to and from the development could be inaccurate and potentially underestimated.
	Recommendation: checks should be undertaken to ensure that any existing modelling which is used to inform the Flood Risk Assessment represents current and future baseline conditions and uses the most appropriate and up to date fluvial and tidal boundary conditions (where applicable). Some of the modelling held by the Environment Agency for the Main Rivers crossed by the order limits for the development uses climate change allowances which have now been superseded. Please check any modelling data you use in line with guidance on using modelling for Flood Risk Assessments available online at: Using modelling for flood risk assessments - GOV.UK. For information regarding climate change allowances to use for Essential Infrastructure projects please refer to: Flood risk assessments: climate change allowances - GOV.UK
Table 17.4 Matters Scoped In or Out of Further Assessment	This table notes than Flood risk from rivers and the sea will be scoped into the assessment for the Construction, Operation, and Decommissioning phases of the development. We agree with and welcome this. The development crosses multiple flood risk areas which have both fluvial and tidal sources and hence the impact to the development and impacts from the development on flood risk should be scoped in for all phases. Recommendation: as described above.
Sections 17.4,	Sources of supply identified for various consumptive uses of
17.5, 17.10.6 (& 3.6.32, 3.6.63, 6.9.1, 8-15)	water required by the development as well as other abstraction needs (such as dewatering) are dispersed widely throughout the report:
	Recommendation: we recommend a more focussed water supply strategy as part of the Water Resources assessment,

	which looks at all water demands and potential sources of supply. This can also provide a basis for potential a plan for consents and permits.
Section 17.4 (Water resources)	We are pleased to see that the table scopes in the impacts of the development on other abstractors and lawful water users (both licensed and private). The table does not include the impacts of abstraction undertaken by the project itself.
	Recommendation: We understand that the determination of abstraction licences is undertaken separately to the DCO planning process.
	We recommend however that these impacts are considered at the planning stages however given the complexity of Water resources and availability in this area and the need to identify problems which could cause delays pre-commencement. This will also only help to expedite permitting applications in future.
Section 17.5 (Water resources)	Stakeholder engagement does not appear to include the Water Companies at this stage. The development is located in both Yorkshire Water and Anglian Water supply zones.
	Recommendation: we recommend early engagement with the Water Companies with regards to potential supply since non-domestic uses are no longer guaranteed.
Section 17.8.3 Baseline Conditions	The order limits for the development cross several watercourses and Main Rivers. The Environment Agency hold detailed hydraulic modelling data for some, but not all the watercourses crossed by the order limits. We would recommend requesting Product 5, 6, and 7 information from the respective Environment Agency Area Teams. Please see below for further details.
	Key Main Rivers crossed by the order limits in Yorkshire include the River Ouse, Lower River Aire, River Don, Old Fleet Drain, Hedon Haven Clough, Thorngumbald Drain, Keyingham Drain, and Winestread Drain. At the time of reviewing the EIA scoping report, key models of interest for the development area within Yorkshire include the Lower Aire model (JBA, 2017), the Upper Humber Study (JBA, 2016), the Lower Ouse and Wharfe Washlands study (Mott Macdonald, 2018), the River Don model (JBA, 2024), the Humber 2100+ Extreme Water Levels (HEWL) modelling (Jacobs, 2020), and the Humber Tributaries modelling (JBA, 2021). Detailed hydraulic modelling data for watercourses within Yorkshire can be requested via neyorkshire@environment-agency.gov.uk.
	The order limits for the development cross the Tidal River

Trent. Hydraulic modelling was undertaken for this watercourse on behalf of the Environment Agency by Jacobs in 2023. This hydraulic model can be requested from the Environment Agency's East Midlands Area Team via emdenquiries@environment-agency.gov.uk.

Finally, in North Lincolnshire the order limits cross the Halton Drain/Winterton Beck, River Ancholme, and East Halton and Skitter Beck. Key models of interest for the development area within North Lincolnshire include the Winterton Beck model (Capita AECOM, 2019), River Ancholme model (Mott Macdonald, 2021), East Halton and Skitter Beck model (Mott Macdonald, 2019), and Northern Area Tidal modelling (Mott Macdonald, 2010). With regards to the Northern Area Tidal modelling (Mott Macdonald, 2010), the water levels and methods used in this modelling have since been updated and you should refer to the Humber Extreme Water Levels (HEWL) modelling (Jacobs, 2020) for design tidal water levels for the Humber Estuary. Hydraulic models and model output data for watercourses which fall within North Lincolnshire can be request via the Lincolnshire Area Team on Inenquiries@environment-agency.gov.uk.

General comment on access tracks crossing watercourses.

Any proposed access crossings should be designed so that the soffit level of any bridges sits above the design flood level with an allowance for freeboard. The design flood level for permanent crossings in areas of fluvial flood risk would be the 1% (1 in 100) annual exceedance probability (AEP) plus higher central climate change scenario. In watercourses which are tidally dominated the 0.5% (1i n 200) AEP plus higher central climate change should be considered. For temporary crossings as part of the construction phase of the scheme the present day (without climate change) 1% (1 in 100)/0.5% (1 in 200) AEP scenario can be used depending on whether the watercourse is fluvially or tidally dominated. Careful consideration will need to be given to how the design flood level will be determined for any proposed crossings. Typically, this would be determined by undertaking hydraulic modelling or referring to existing detailed hydraulic modelling data (where available and suitable). Any proposed crossings should be designed such that they do not increase flood risk elsewhere.

Recommendation: as described above.

Section 17.9.5 Design mitigation and

This section notes that with regards to secondary measures, a commitment will be made and secured through the DCO to mitigate potential flood risk impacts associated with Above

Enhancement Measures	Ground Infrastructure within the floodplain. Losses of floodplain storage will be compensated for. This is welcomed.
Section 17.10.2	Flumes and culverts for temporary water course crossings may restrict flow and interfere with channel bedforms. Recommendation: Flumes and culverts (especially box culverts) should not be used. Open span bridging techniques are preferred. If culverts are to be used, three sided or arched versions, which do not interfere with the channel bed, should be considered before box culverts.
Section 17.10.4 Description of Likely Potential Significant Effects – Construction phase	This section notes that at work sites located in the tidal and/or fluvial floodplain there would be potential for significant effects associated with storage of spoil and water which could reduce available floodplain storage and interrupt key floodplain flow paths. Storage of construction materials within areas of flood risk could increase flood risk to third parties.
	Recommendation: The impact of construction activities such as the storage of spoil on flood risk should be quantified and appropriate mitigation should be provided. This could be achieved by testing any potential areas of spoil or loss of floodplain using hydraulic modelling or demonstrating that the volumes of excavated material would be negligible with regards to any loss of storage.
Section 17.10.10	In Section 17.10.10 it states: "There would be no new consumptive water uses during operation". The project includes a permanently staffed control room and Pump Facility (Section 2.5.1), and we consider that this might require a small amount of consumptive water use. This could be supplied by mains water connection, but this is not specified, and consumptive use of groundwater might also be considered. Recommendation: we consider that new consumptive use of groundwater may need to be scoped in.
Section 17.11.1, Table 17-4,	We are generally satisfied with matters scoped in and out of assessment in Section 17.11.1, Table 17-4, for matters relating to groundwater and contaminated land.
General Comment on Chapter 17	This section outlines proposed works located in the tidal and fluvial floodplain. There is a concern that there could be potential impacts over the loss of floodplain. Works such as storage of soil, turf, material and compounds. There is also a

concern that would be and interrupt key floodplain flow paths could be diverted and increase risk to others.

Storage of construction materials within areas of flood risk could increase flood risk to third parties.

Recommendation: The impact of materials being stored in floodplain should be reduced, where possible. If this is not possible then fluvial floodplain and storage will need to be mitigated. Floodplain compensation will need to be provided.

Chapter 19 Coastal and intertidal impacts.

General comment on Chapter 19

The content of chapter 19 does not fully reflect the title (Coastal and intertidal impacts). The content covers only coastal and intertidal impacts around the landfall. This is incomplete since the project will interact with multiple areas of intertidal and possibly subtidal habitat as the pipeline crosses tidal rivers in transitional waters, yet these do not feature in the report. Omission of these habitats means that risks from the project may be missed.

Recommendation: if the intention is to deal with these areas within Chapter 7, then please make this clear in Chapter 8 and ensure that Chapter 7 includes all relevant content, otherwise expand the content in Chapter 8 accordingly.

Section 19.2.2

Legislation listed is correct, but omits The Eels (England and Wales) Regulations 2009, the Salmon and Freshwater Fisheries Act, 1975. The Invasive Non-Native Species Regulations, 2019 may also be needed in this chapter.

Recommendation: please ensure that all relevant legislation is listed.

Section 19.2.5

Intertidal sections also extend into other jurisdictions - for completeness, please include North Lincolnshire.

Impacts of developments in tidal freshwater at the upper limit of saline intrusion of transitional waterbodies often fall through gaps between freshwater and marine assessments. As the linking habitat between true freshwaters and more marine habitats, it is important that they are given due consideration. In this context, the crossings of the Ouse, Aire and Dutch, are not within transitional waterbodies, but they are tidal. Tidal rivers that are crossed within transitional waterbodies include the Trent, Ancholme and Humber.

	Recommendation: please include and give consideration, as above.
Section 19.7.1	'Humber estuary' is not a recognised waterbody. The project pipeline will pass under named rivers in the Humber Upper at multiple points and then under Humber Lower.
	Recommendation: please use correct names for waterbodies.
Section 19.7.2	The more usual acronym is INNS – see website of non-native species secretariat (www.nonnativespecies.org).
	Recommendation: please correct throughout.
Table 19-8	The list of fish in the column for qualifying features is incomplete. Mention is made of migratory species including river lamprey (<i>Lampetra fluviatilis</i>), sea lamprey (<i>Petromyzon marinus</i>), twaite shad (<i>Alosa fallax</i>) and Allis shad (<i>Alosa alosa</i>), but Atlantic salmon (<i>Salmo salar</i> ,), sea trout (<i>Salmo trutta</i>), and European eel (<i>Anguilla anguilla</i>) should also be included. The Rivers Trent, Ouse and their tributaries also support populations of these three species, which will migrate past the landfall and through the Yorkshire coast and Humber transitional waterbodies into upstream waterbodies crossed by the project. Potential for impacts to fish in transitional waters should reflect those in freshwaters, and vice versa. Recommendation: please ensure that there is consistent treatment of legislation, risks and migratory species between
	chapters 7 and 19.
Section 19.8.27	The phrase " low resemblances of rocky and Sabellaria spinulosa reefs" is rather ambiguous leading to potential for misunderstanding. Does it mean features that bear a low resemblance to rocky reefs or S. spinulosa reefs? Recommendation: please clarify.
Section 19.8.29	The phrase 'increased beach profile' is not clear, leading to potential for misunderstanding. What has increased? Should this be 'steeper'?
	Recommendation: please clarify.
Section 19.8.37	The list of non native species is incomplete leading for the potential for risks to be missed. The northern limit of the rapidly expanding population of slipper limpet (<i>Crepidula fornicata</i>) is just to the south of the ZoI. There are also numerous records of Chinese mitten crab (<i>Eriocheir sinensis</i>) in the Humber estuary and upstream waterbodies. There are

records of Darwin's barnacle (Austrominius modestus; near Easington and in Humber estuary), killer shrimp (Dikerogammarus villosus; Ancholme river) and zebra mussel (Dreissena polymorpha; waterbodies upstream of Humber upper). There are also records of Oyster drill (Ocenebra erinaceus), wakame (Undaria pinnatifida) and leathery seasquirt (Styela clava) in the Humber lower waterbody. Risks from INNS will stem not only from marine plant, but from any equipment that has been used in the presence of INNS, regardless of habitat. This is particularly important given the proximity of problematic INNS in fresh or slightly saline waters. Recommendation: please update list. Section 19.10.2 Re. construction of haul road and reinstatement of cliff, it is possible that groundwater flow would be impeded and cause localised increase in pore pressures, depending on the geology at the landfall site, this may increase the likelihood of sub-aerial mass movement. **Recommendation:** check and monitor pore water pressures should geological conditions and mass movement factor into cliff stability. The scoping of risks to fish does not appear to be **Section 19.10.11** & Table 19-9 comprehensive. **Recommendation**: creation of a barrier to migration or alteration of other behaviours caused by various disturbances should be included. Table 19-9 The list of justifications for the benthic ecology 'matter' is incomplete. Other impacts may be from bankside construction causing mobilisation of sediment and any associated contaminants. **Recommendation:** any areas of higher sensitivity habitat (e.g. saltmarsh) should be considered for responses to changes in mobilisation of sediment. **Table 19-9** This section notes that flood risk from rivers and the sea is **Matters Scoped** scoped out during the operation and decommissioning phases In and Out of of the development from a tidal perspective as no Above **Further** Ground Infrastructure (AGI) sites are located in the intertidal study area. As a point of clarity please note that whilst the Assessment AGIs may not be in the intertidal zone, there are some AGI's which are at risk of tidal flood, for example Thorngumbald AGI.

Tidal flood risk to the development could be underestimated.

Recommendations : please ensure that flood risk from tidal
sources is scoped into the assessment for the operational
phase of the development

Chapter 20 – Cumulative Effects Section 20.7 – Summary of the Proposed Scope of Assessment: Ecology and Biodiversity – the watercourses should be scoped in here as they are not necessarily covered by Habitat Risk Assessment (HRA). Recommendation: please scope in.

Chapter 21 – Scope of Assessment		
Table 21.1	Scoping out of decommissioning for water course and coastal infrastructure.	
	See above comments under 3.8 and 4.7.8-19 re. decommissioning and provisions being made in the DEMP for dealing with effects of future exposure of infrastructure following formal decommissioning of the project	

Appendix 2: General Comments

General comments

Water Resources

The development appears not to have any water demands during its operational phase. A number of consumptive water demands have been identified during the construction phase.

Part of the development lies within Anglian Water's supply zone (South of the Humber and East of the River Trent). Anglian Water are currently unable to provide water for non-domestic uses in some targeted areas of East Anglia which is a severely water stressed region. Yorkshire Water (to the North of the Humber and West of the River Trent does not have the same moratorium on new supply but the Humber cluster region of development also faces difficult water scarcity issues.

We are pleased to see that water demands and potential sources of supply are being considered at this stage of the EIA for various consumptive uses of water.

Dewatering, groundwater abstraction, and groundwater resource

The applicant has identified the potential requirement for construction dewatering in 3.6.32, 9.8.17, and elsewhere. Water abstraction may also be required (from river, groundwater, mains, Internal Drainage Board (IDB) watercourses) and regulatory approval may be needed for this (17.10.6). We are pleased to see this acknowledged however, although there is recognition that dewatering may be required, there is no mention of dewatering being a licensable activity. The requirement for a Water Resources Abstraction Licence applies unless the activity is exempt under The Water Abstraction and Impounding (Exemptions) Regulations 2017. The developer should determine the need for an abstraction licence. We advise early consideration should be given to this, so that permitting timescales can be built into the development programme. The applicant is advised to contact the Environment Agency's National Permitting Service very early in the process to discuss the issues likely to be raised and to minimise the potential for delays in obtaining the necessary permits.

We recommend the developer should follow the <u>Hydrological</u> Impact Appraisal for dewatering abstractions guidance.

The proposed development may need the following:

- a groundwater investigation consent (section 32/3 of the Water Resources Act 1991) to construct and test pump
- a full abstraction licence (Water Resources Act 1991) if the volume of groundwater abstracted is greater than 20 m³ per day, and abstraction will occur for longer than a period of six consecutive months

For any dewatering scheme, the potential for artesian conditions will need to be considered. This will require an abstraction licence unless exempt. An abstraction licence will also need a pre-application groundwater investigation consent. Timescales for pre-application investigations and licencing should be factored into the programme. It can currently take 9 to 12 months to determine an application following completion of any pre-application investigation works and pump tests, which are undertaken in consultation with the EA local area Groundwater Team.

Further guidance can be found on our website: https://www.gov.uk/guidance/water-management-abstract-or-impound-water#abstractions-that-need-a-licence.

There may be a requirement for an associated EPR permit to discharge. This should also be considered at an early stage.

Abstraction Licensing

In Section 3.6.63, the applicant mentions a water requirement for cleaning and testing the pipelines, which would be "sourced from rivers, groundwater, mains water supply or internal drainage board watercourses, with any abstraction subject to regulatory approval". The relevant Abstraction Licensing Strategies for the route should be reviewed and referenced. Note that there is little water available for consumptive abstraction, and early consideration needs to be given to the sources of water available for this development, both for construction and operation.

As detailed in the Abstraction Licensing Strategies, where there is no water available for abstraction, there may be the opportunity for <u>trading with other users</u> in the same catchment.

Section 9.8.17 does not include the potential for groundwater resource losses should artesian flow be encountered during construction excavations; this should be included. See also comments for 3.6.32 and 3.6.43.

· · ·	
Appendix D (Scoping Assessment of Major Accidents and Disasters)	Appendix D (Scoping Assessment of Major Accidents and Disasters) should include reference to unintentional breaching of the chalk aquifer, resulting in uncontrolled artesian groundwater flow which could lead to flooding and water resource losses. This could be recognised in the discussion of Flood Risk but has been excluded.
Contaminated land	Groundworkers should be aware of any risk associated with encountering suspected contaminated soil, groundwater or landfill gas. A risk assessment should be undertaken to ensure any risk posed to controlled waters is mitigated if these landfills are to be disturbed in any way. Infiltration drainage should not be used on land potentially affected by contamination where it may increase the potential risk posed to groundwater.
Fire control	We have not considered fire control at AGIs and the Pump Facility at this stage, but the possibility of this is noted in Section 18.10.2. Management of fires may also use water which will need consideration and management. This includes discharge and drainage of fire water which might be contaminated. We expect to see these matters discussed further in due course.
Project programme	Sections 3.6.77 and 3.6.82 discuss the project programme. Licensing and permitting timescales need to be factored into this, as mentioned above.
Geomorphology	 The following are general guiding principles to consider when designing watercourse crossings / coastal landfall to avoid negatively affecting geomorphology and natural processes: Avoid unnecessary interference with natural processes. For instance, encourage use of trenchless techniques such as Horizontal Directional Drilling (HDD) to minimise the likelihood of cables entering the water environment. Ensure watercourse crossing design is informed by assessment of fluvial processes and geomorphology. For example, depth of HDD crossing should consider the likelihood of vertical channel change.
	Ensure coastal landfall infrastructure is located outside of areas expected to be impacted by coastal change over the

duration of the project.

- Avoid designs which present legacy risks to natural processes and geomorphology beyond the project lifespan. For example, infrastructure such as access tunnels which are left in-situ after decommissioning could be exposed by future coastal erosion or river movement, becoming an impediment to natural processes.
- Consider opportunities to deliver WFD mitigation measures as part of the design.
- Avoid preventing delivery of mitigation measures, e.g. avoid bringing cables to surface level in floodplains earmarked for future river restoration.
- Any potential construction, operational, and decommissioning phase impacts that the proposed scheme may have on the river must be subject to a WFD Assessment to the satisfaction of the EA.
- Any infrastructural developments on river/floodplain environments should be designed and delivered to have a minimal impact on natural river dynamics (e.g. erosion, deposition, meander migration etc.) and should not place any significant limitations on future river restoration projects.
- Geomorphologically dynamic behaviour is deemed likely to intensify in the next decades in line with Flood Estimation Handbook (Flood Estimation Handbook (FEH) | UK Centre for Ecology & Hydrology (ceh.ac.uk). Therefore, any infrastructure developments should also take some account of the likelihood for increased lateral and vertical river dynamics anticipated to result from continued hydroclimatic intensification (e.g. 'a flood-rich epoch') over the remainder of the 21st century (i.e., future proofed designs that are not just based on present-day baseline geomorphological configuration/behaviour).
- If river crossings (bridges, culverts, and buried cables) are required as part of the development, we [EA] would expect to see geomorphologically robust designs that will cause minimal impacts on natural fluvial processes operating in the river/floodplain environment over the course of the 21st century.

Further guidance in regard to river crossings can be found in the following document:

SEPA, 2010. Engineering in the water environment: good

practice guide River crossings Second edition. SEPA

Appendix 3 - Informatives

Informatives

Information about environmental permits

If dewatering is required, it may require an environmental permit if it doesn't meet the exemption in The Water Abstraction and Impounding (Exemptions) Regulations 2017 Section 5: Small scale dewatering in the course of building or engineering works.

Temporary dewatering from excavations to surface water: RPS 261 - GOV.UK (www.gov.uk)

If the work doesn't meet the exemption and requires a full abstraction licence, applicants should be aware that some aquifer units may be closed for new consumptive abstractions in this area. More information can be found here: Abstraction licensing strategies (CAMS process) - GOV.UK (www.gov.uk)

Please note that the typical timescale to process a licence application is 9-12 months. The applicant may wish to consider whether a scheme-wide dewatering application rather than individual applications would be beneficial. We suggest talking to our National Permitting Service early in the project planning.

The applicant may also need to consider discharge of groundwater, especially if it is contaminated. More information can be found here: <u>Discharges to surface water and groundwater: environmental permits - GOV.UK (www.gov.uk)</u>

The use of drilling muds for the directional drilling may require a groundwater activity permit unless the 'de minimis' exemption applies. Early discussion about this is also recommended.

Information about waste

Waste on site

Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether excavated material arising from site during remediation or land development works are waste.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- CL:AIRE Definition of Waste: Code of Practice
- <u>EA Regulatory Position Statement 215</u>: Treating small volumes of contaminated soil and groundwater

Waste to be taken off site

Contaminated soil that is, or must be, disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations
 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan'. The permitting status of any proposed treatment or disposal activity should be clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12-month period, the developer will need to register with us as a hazardous waste producer. Refer to <u>our website</u> for more information.





The Planning Inspectorate
Environmental Services
Operations Group 3
Temple Quay House
2 The Square Bristol, BS1 6PN
humberccpipeline@planninginspectorate.gov.uk

CEMHD - Land Use Planning, NSIP Consultations, Building 1.2, Redgrave Court Merton Road, Bootle, Merseyside L20 7HS. NSIP.applications@hse.gov.uk

Date: 24/01/2025

Dear Sir/Madam,

PROPOSED HUMBER CARBON CAPTURE PIPELINE PROJECT PROPOSAL BY NET ZERO NORTH SEA STORAGE LIMITED INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (AS AMENDED) REGULATIONS 10 AND 11

Thank you for your email on 3/01/2025 regarding the information to be provided in an environmental statement relating to the above project. HSE does not comment on EIA Scoping Reports, but the following information is likely to be useful to the applicant.

HSE's land use planning advice:

Will the proposed development fall within any of HSE's consultation distances?

According to HSE's records, the proposed Humber Carbon Capture Pipeline project components as specified in the *Humber Carbon Capture Pipeline EIA Scoping Report, Volume 2,* dated January *2025, Figure 1.1, drawing number 10607856-ARC_EGN-ZZ-DR-ZZ-00017, Rev P02*, drawing title '*HCCP Project Location*', does appear to cross the Consultation Zones of several Major Accident Hazard (MAH) sites and MAH pipelines. Please see the list attached in Appendix 1 a (MAH sites) & b (MAH pipelines).

The Applicant should make contact with the operators of MAH sites (see Appendix 1 a), to inform an assessment of whether or not the proposed development is vulnerable to a possible major accident.

The Applicant should also make the necessary approaches to the relevant MAH pipeline operators (see Appendix 1 b). There are three particular reasons for this:

- i. the pipeline operator may have a legal interest in developments in the vicinity of the pipeline. This may restrict developments within a certain proximity of the pipeline.
- ii. the standards to which the pipeline is designed and operated may restrict major traffic routes within a certain proximity of the pipeline. Consequently, there may be a need for the operator to modify the pipeline or its operation if the development proceeds.
- iii. to establish the necessary measures required to alter/upgrade the pipeline to appropriate standards.

HSE's Land Use Planning advice would be dependent on the location of areas where people may be present. When we are consulted by the Applicant with further information under Section 42 of the Planning Act 2008, we can provide full advice.



Would Hazardous Substances Consent be needed?

It is not clear whether the Applicant has considered the hazard classification of any chemicals that are proposed to be present at the development. Hazard classification is relevant to the potential for accidents. For example, hazardous substances planning consent is required to store or use any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 as amended, if those hazardous substances will be present on, over or under the land at or above the controlled quantities. There is an addition rule in the Schedule for below-threshold substances. If hazardous substances planning consent is required, please consult HSE on the application.

Consideration of risk assessments

Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role on NSIPs is summarised in the following Advice Note 11 Annex on the Planning Inspectorate's website - Annex G - The Health and Safety Executive. This document includes consideration of risk assessments on page 3.

Explosives sites

Explosives Inspectorates response is no comment to make – there are HSE Licensed explosives sites in the vicinity of the proposed development, but the development does not fall into the safeguarding zones of the HSE Licensed explosives sites.

At this time, please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk. We are currently unable to accept hard copies, as our offices have limited access.

Yours sincerely

CEMHD NSIP Consultation Team

Appendix 1

a. Major Accident Hazard sites:

	HSE MAH site Operator MAH site Address				
	HSE Reference	MAH site Operator	WAH SITE Address		
1	H0125	Centrica Storage Limited.	Dimlington Road, Easington, Hull, HU12 0TQ		
2	H0142	INEOS Acetyls UK Ltd.	Saltend Chemicals Park Hull, HU12 8DS.		
3	H0145	BP Exploration Operating Co Ltd.	Easington Terminal, Hull, HU12 OSU.		
4	H0320	Phillips 66 Limited.	Humber Refinery (Tank Farm), Eastfield Road South Killingholme, North Lincolnshire, DN40 3D.		
5	H0326	Croda Europe Ltd.	Rawcliffe Bridge, Goole, North Humberside, DN14 8PN.		
6	H0424	Prax Lindsey Oil Refinery Ltd.	Eastfield Road, South Killingholme, Grimsby, North East Lincolnshire, DN40 3LW.		
7	H0639	Singleton Birch Ltd.	Melton Ross Quarries, Barnetby, South Humberside, DN38 6AE.		
8	H3009	Air Products (BR) Ltd.	Salt End Lane, Hedon, Hull HU12 8PP		
9	H3029	Perenco UK Ltd	Dimlington Terminal, Easington, Hull, HU12 OSH.		
10	H3240	Simon Warehousing Services.	North Killingholme, Cargo Terminal, Clough Road, North Killingholme, DN40 3JP.		
11	H3242	Simon Storage, South Humberside.	Killingholme Wharfage Co Ltd, North Killingholme Haven, Grimsby South, Humberside DN40 3JS.		
12	H3247	Kali (UK) Ltd	Clough Lane North Killingholme, Grimsby South Humberside, DN40 3JS.		
13	H3387	North Killingholme Storage Ltd.	Lancaster House, Lancaster Approach North Killingholme, Immingham, DN40 3JY.		
14	H3659	North West Trading Ltd	Caldaire Terminal Dutch Riverside, Old Goole, East Riding of Yorkshire, DN14 5TB.		
15	H3697	Mitsubushi Chemicals UK Ltd.	Saltend industrial park, Hull, HU12 8GA.		
16	H4223	GASSCO AS UK.	Land west of Dimlington Road, Easington, East Riding of Yorkshire, HU12 OSX.		
17	H4279	Brightlingsea Port Ltd.	No 1 Warehouse, The Old Airfield Chapelfield Road, Goxhill, North Lincolnshire, DN19 7NF.		
18	H4342	Vivergo Fuels Ltd.	Vivergo Fuels Ltd Building SO39, c/o BP Chemicals, Hedon Road, Saltend, Hull, HU12 8DS.		
19	H4360	INEOS Manufacturing (Hull) Ltd.	Saltend, Hull, HU12 8DS.		
20	H4468	Drax Power Station	Drax Power Station, Selby, North Yorkshire, YO8 8PH.		
21	H4563	Lytag Ltd.	Drax Power Station, Selby, North Yorkshire, YO8 8PH.		
22	H4586	Capture Power Ltd.	Drax Power Station, Selby, North Yorkshire, YO8 8PH.		
23	H4719	Saltend Chemicals Park Ltd.	Saltend Chemicals Park, Saltend Lane, East Riding of Yorkshire, HU12 8DS.		

b. Major Accident Hazard pipelines:

	HSE	Transco	Pipeline Operator	Pipeline
	Reference	Referenc e		AUTO LO CILITA DE COLO
1	12689	N/A	Saltend Cogeneration Co Ltd	NTS to Salt End Power Station
2	12732	2748	Northern Gas Networks.	Saltend / Paull
3	13555	N/A	VPI Immingham CHP	Immingham CHP Project Natural Gas Pipeline A
4	14134	2760	National Grid Gas PLC	29 Feeder Ganstead to Asselby pipeline
5	4032672	2783	National Grid Gas PLC	29 Feeder Easington/Ganstead
6	4032673	2784	National Grid Gas PLC	Asselby/Pannal
7	4132364	2771	National Grid Gas PLC	9 Feeder Easington/Dimlington
8	4168177	2796	National Grid Gas PLC	24 Feeder Easington/Paull
9	7022	1293	Cadent Gas Ltd	Thornton Curtis / Ciba Geigy
				9 Feeder North Bank of Humber /
10	7026	1297	National Grid Gas PLC	Hatton
11	7030	1301	Cadent Gas Ltd	Skitter / Thornton Curtis
12	7031	1302	National Grid Gas PLC	7 Feeder Eastoft / Susworth West
				7 Feeder Eastoft / Keadby Power
13	7034	1305	National Grid Gas PLC	Station
14	7039	1310	National Grid Gas PLC	22 Feeder Goxhill / Hatton
15	7040	1311	Cadent Gas Ltd	East Halton / Killingholme
16	7042	1313	Cadent Gas Ltd	Middlemere Road / Healing
17	7043	1314	Cadent Gas Ltd	Thornton Curtis / Middlemere Road
18	7046	1317	Cadent Gas Ltd	Killingholme / Scawby
19	7051	1322	Cadent Gas Ltd	Thornton Curtis / Butterwick East
20	7240	N/A	Uniper	Theddlethorpe Gas Terminal Control to Killingholme Reception Centre (20" section)
			Northern Gas Networks	Asselby / Harswell
21	7709	1961		, .
22	7727	1979	National Grid Gas PLC	6 Feeder Burton Agnes / Paull
23	7728	1980	National Grid Gas PLC	6 Feeder Paull / Saltend
24	7732	1984	National Grid Gas PLC	9 Feeder Easington / Paull
25	7733	1985	National Grid Gas PLC	19 Feeder Easington / Paull
26	7734	1986	National Grid Gas PLC	1 Feeder Easington / Paull
27	7738	1990	National Grid Gas PLC	7 Feeder Cawood / Eastoft
28	7739	1991	National Grid Gas PLC	7 Feeder Asselby / Drax (Extra River Crossing)
29	8394	2671	National Grid Gas PLC	6 Feeder Rose Hill AGI Supply
		_		11 /

From:

Humber Carbon Capture Pipeline

Subject:

RE: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and

Consultation

Date:

08 January 2025 12:50:15

Attachments:



Good afternoon Molly,

Further to your email regarding the proposed Humber Carbon Capture Pipeline and following Hessle Town Councils Planning & Traffic Committee meeting held last night, I am writing to confirm that as a consultation body and before the Planning Inspectorate adopting a scoping opinion, Hessle Town Council do not have any comments to make.

Thank you for contacting us regarding this significant planned proposal, it is very much appreciated.

Kind regards

Kim

Mrs Kim Cooper Hessle Town Clerk

Web: www.hessletowncouncil.gov.uk

Address: Hessle Town Hall, South Lane, Hessle, HU13 0RR



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From: Humber Carbon Capture Pipeline < Humber CCpipeline@planninginspectorate.gov.uk >



Ms Claire Andrassy Arcadis 80 Fenchurch Street London EC3M 4BY Direct Dial:

Our ref: PL00796293

21 January 2025

Dear Ms Andrassy

Re: HUMBER CARBON CAPTURE PIPELINE ENVIRONMENTAL IMPACT ASSESSMENT (EIA) - SCOPING REPORT

Thank you for your communication of 9th January 2025 consulting Historic England about the above EIA Scoping Report.

While Historic England broadly welcomes measures to mitigate and adapt to the effects of climate change, we are aware that such developments have the potential to harm the significance of heritage assets and their settings. With this in mind Historic England has drawn up guidance for planners and developers on climate change and renewable energy technologies, available at www.helm.org.uk..

To assist in the implementation of national planning policy Historic England has produced guidance on managing change within the settings of heritage assets. The guidance offers a structured framework for the consideration of setting, applicable to designated and non-designated heritage assets, and for assessing the implications of development affecting the setting of a heritage asset. It provides the principal Historic England advice on the issue of setting and should be used in conjunction with other relevant guidance. The Setting of Heritage Assets is available at https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

Our initial review indicates that the proposed development could, potentially, have an impact upon a number of designated heritage assets and their settings in the area. In line with the National Planning Policy Framework (NPPF, paragraph 207), we would expect the Environmental Statement to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and sufficient to understand the potential impact of the proposal on their significance.

We recommend you contact the respective local authority Historic Environment Record offices (North Yorkshire, East Riding of Yorkshire, North Lincolnshire and North East Lincolnshire) for further information on designated heritage assets, and



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including the relevant local authority(s) for the location of conservation areas.

We would expect the assessment to clearly demonstrate that the extent of the proposed study area is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed. Methodologies that can help to inform the extent of the study area include a Visual Impact Assessment and the production of a Zone of Theoretical Visibility (ZTV) in line with current guidance. The ZTV of the proposed development should initially be based on topographical data before the impact of existing trees and buildings etc. on lines of sight is assessed.

We would also expect the Environmental Statement to consider the potential impacts which the proposals might have upon those heritage assets which are not designated. The NPPF defines a heritage asset as "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest". This includes designated heritage assets and assets identified by the local planning authorities (including local listing). This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.

We recommend that you involve the Conservation Officers of the named local authorities and the archaeological staff of the relevant HER in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets. We provide targeted science support through our Science Advisors https://historicengland.org.uk/advice/technical-advice/archaeological-science/science-advisors/ this forms part of our Extended Advice Service on NSIPS.

In general terms, Historic England advises that a number of considerations will need to be taken into account when proposals for green energy are assessed. This includes consideration of the impact of ancillary infrastructure, such as tracks and grid connections, as well as the built infrastructure:

- The potential impact upon the historic character of the landscape, including landscape features which positively contribute to character.
- Direct impacts on heritage assets (buildings, monuments, sites, places, areas, landscapes), whether designated or not.
- Impacts on the settings of heritage assets since elements of setting can contribute
 to the significance of a heritage asset. An assessment of the impact on setting will
 be proportionate to the significance of the asset and the degree to which the



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proposed changes enhance or detract from its significance and the ability to appreciate the asset. In the consideration of setting a variety of views may make a contribution to significance to varying degrees. These can include long-distance views as well as the inter-visibility between heritage assets or between heritage assets and natural features. For further advice see *The Setting of Heritage Assets*.

- The potential for archaeological remains.
- Effects on landscape amenity from public and private land.
- The cumulative impacts of the proposal.

It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

We have the following comments to make regarding the content of the Scoping Report:

General Points:

We welcome the iterative approach to assessment set out in the consultation. As already expressed informally the work should in particular target soonest those areas of high engineering or archaeological risk where options to avoid may be limited and / or evaluation and mitigation will require greater time and resources. The earliest that survey and evaluation can take place and be reported the more effective will be avoidance of features and the more accurate the costing and planning of mitigation. See our HEAN 17 https://historicengland.org.uk/images-books/publications/planning-archaeology-advice-note-17/. See also our advice on lithic sites https://historicengland.org.uk/images-books/publications/managing-lithic-sites/.

In general, techniques of aerial / lidar survey / geophysics etc should be seen as work to produce a layered picture rather than as simple alternatives. Understanding the extent and structure of alluvial deposits and margins of these areas is of particular importance and within these chronologically complex areas islands of gravel or *rodens* are likely to be foci of activity and upstanding earthen or timber features may survive buried in alluvium. Salt producing should show up well on magnetic survey.



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Areas of *warped* deposits or natural alluvium may mask levels of earlier activity and require additional efforts to adequately assess their significance, similarly coastal locations are often dynamic with former wet areas now on-shore and visa-versa. Areas of alluvium may not respond well to magnetometry but other techniques may be more successful https://historicengland.org.uk/advice/technical-advice/archaeological-science/geophysics/>.

HE's published advice on Deposit Modelling is of key importance https://historicengland.org.uk/images-books/publications/deposit-modelling-and-archaeology/ and is our advice on Preservation https://historicengland.org.uk/advice/technical-advice/archaeological-science/preservation-in-situ/.

We welcome the role of the Heritage Working Group and will engage as agreed through our Extended Advice Service.

Looking to the information sources cited we would stress the utility of Portable Antiquities Scheme data which can be requested in raw un-redacted form with a sufficient research justification. See https://finds.org.uk/about/contactus feel free to copy us in as they may require verification.

As regards military air-crash sites refer to https://www.gov.uk/guidance/aviation-archaeology and take particular care for unexploded ordinance in this landscape.

Setting is not merely a matter of views and viewpoints. Setting refers to and includes the way in which a place is 'experienced'. To this end the assessment of setting should include dynamic and kinetic assessments of the landscape (the way in which it changes as the viewer moves through it), views from third locations, sights, the feel, sounds and smells characterising the place.

Specific Points:

Section 10 Landscape and Visual

Para 10.3.39: We disagree that with the use of 'significance of effect'. The key consideration is the 'effect on significance'.

Para10.4 Limitations and assumptions: 2nd bp. The published setting guidance makes it clear that setting is not purely a matter of views but relates to the way in which a place is 'experienced'. To this end assessment of setting should not be restricted to publicly accessible locations.

Para 10.9.5: The ES and Landscape Mitigation Strategy should identify climate resilient species.



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Section 11 Cultural Heritage

Generally, we consider that the proposed Methodology is misdirected, and does not properly identify impact on/harm to significance. We consider that the lack of reference to public benefit is a major omission.

11.1.2: It is curious that there is no reference to the Human Health and Wellbeing chapter. It is referenced in the Landscape and Visual chapter (para 10.1.2) There is a huge body of evidence illustrating the relationship between heritage, participating in heritage activities and wellbeing.

The EN-1 states that the delivery of public benefits is essential (5.9.13 and 5.9.25). Section 11 does not identify any public benefits.

Table 11-1: This does not identify the public benefit requirements of EN-1.

Table 11-1 and Table 11-3: With regards to the detail of the scoping report we welcome the role of professional judgement to cover items which should fall into higher levels of importance than they might otherwise be banded (eg nationally important undesignated assets).

11.2.7: Whilst we note that there are no effects on World Heritage Site envisaged the reference at 11.2.7 should now be the UNESCO Toolkit replacing the ICOMOS 2011 guidelines https://whc.unesco.org/en/guidance-toolkit-impact-assessments/>. 11.3 Proposed Assessment Methodology.

As discussed informally whilst some low level setting impacts upon grade ii listed buildings may fall below the level of a significant effect for EIA purposes - in order to support the decision maker in having special regard and the justification for all harm in respect of designated assets - all harm of what ever level will need to be conveyed to the decision maker through reporting (thereby avoid later written questions).

- 11.3.1: This omits the critical aspects of assessing the harm to significance.
- Table 11-4 Refers to 'Quantifying the magnitude of Impact to heritage assets'. This is incorrect, it should be quantifying harm to the significance of heritage assets.
- 11.8.3 and 11.8.4: The discussion of future baseline at 11.8.3 and 11.8.4 is perhaps not especially useful given the uncertainty of what future schemes may come where and the future cultivation practices that will be deployed on any particular asset. It is generally more useful to look at the current significance of a site as it survives today and the impact upon that significance of the works now proposed.
- 11.8.3 Future baseline. The reference to the cumulative impact and the growth of a landscape of power generation needs to be unpicked in the assessment.
- 11.9.3: Offsetting: the concept of 'offset' is introduced here. This is not especially useful regarding archaeological remains which are by their nature unique and irreplaceable / unsusceptible to substitution. The sequential approach to management of impacts should generally be; avoid -> mitigate -> compensate.
- 11.10.1: We welcome the consideration of hydrological effects of cable trenching upon buried archaeological remains and the read-across to other parts of the Enviornmental Statement. It appears yet too early (11.10.1) to scope out post-construction effects (from hydrological change / oxidisation of peat alongside the cable trench.





11.11: 11 (table 11.7) we note that impacts on intertidal deposits and marine archaeology are scoped out by means of directional drilling and setting launch and receiver pits well back from the shoreline. If this can be achieved that is a good outcome but if other constraints thwart that approach this category will need to come back into scope.

Section 14 Human Health and Wellbeing Para 14.5 Stakeholder engagement. There is no reference to cultural heritage. Table 14-8. Why is there no reference to cultural heritage here, particularly at Employment and Training benefits? Table 14-9. Again, no reference to cultural heritage.

Given the number of designated heritage assets within the area, we would welcome early discussions with you in order to agree the key sites and setting issues which will need to be addressed within the EIA.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,

Keith Emerick

Keith Emerick Inspector of Ancient Monuments @HistoricEngland.org.uk

cc: HM Planning Inspectorate.



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The Planning Inspectorate **Environmental Services** Operations Group 3 Temple Quay House 2 The Square **Bristol**

BS1 6PN

FAO: Hannah Terry

Your Ref: EN0710003 Our Ref: DJ/SM

Contact Officer: Simon Mounce

Telephone: @hullcc.gov.uk

Textphone: 01482 300 349 31st January 2025 Date:

Dear Sir/Madam,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) - Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the Applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the **Proposed Development)**

Thank you for consulting Hull City Council and inviting comments on the request for a scoping opinion in connection with the above.

6.1 Air Quality:

There is a designated Air Quality Management Area (AQMA) within the city of Hull, and given that part of the proposed cable route would be located within close proximity to the administrative area of Hull City Council, and that both strategic and local road networks in the city could be affected by increased vehicular traffic / HGV movements during the construction period, there is potentially scope for the proposed development to generate emissions which could impact upon air quality both within and without the AQMA. Consequently, it is recommended that consultation be undertaken with Environmental Health officers at Hull City Council.

12.1 Noise and Vibration

Given that part of the proposed cable route would be located in close proximity to the administrative area of Hull City Council, and that both strategic and local road networks in the city could be affected by increased vehicular traffic / HGV movements during the construction period, there is potential scope for noise and vibration impacts to register with sensitive receptors within the city, and it would therefore be appropriate for Hull City Council to be consulted in addition to the organisations listed.

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15.1 Traffic and Transport

Given that part of the proposed cable route would be located within close proximity to the administrative area of Hull City Council with potential impacts for the free flow of traffic along both strategic and local road networks in the city could be affected by increased vehicular traffic / HGV movements associated with both site staff and materials sourcing during the construction period, it would be appropriate for Hull City Council to be consulted in addition to the organisations listed.

Such consultation should involve, as a minimum, levels and routing of construction traffic, especially at peak times, the role of the Port of Hull as a source of materials for the project and associated routing and junction impacts, and Construction Traffic Management Plan content.

20.1 Cumulative Effects

Given that part of the proposed cable route would be located within close proximity to the administrative area of Hull City Council with potential for the free flow of traffic along both strategic and local road networks to be affected by increased vehicular traffic / HGV movements, it would be appropriate for Hull City Council to be consulted in addition to the organisations listed, particularly in respect of cumulative traffic impacts from other developments which are programmed to be delivered over the same timeframe, including other NSIP developments sourcing materials via the Port of Hull, or generating construction staff traffic from within the City of Hull.

Yours sincerely

Dylan Jones
Head of Planning
Hull City Council
2nd Floor, Guildhall
Alfred Gelder Street
Hull
HU1 2AA

From: To:

Humber Carbon Capture Pipeline

Subject: Respor

Response to Humber Planning Carbon Pipeline Consultation

Date: 21 January 2025 11:49:02

Good Morning

Please see below The Parish Council response -

This was considered at our latest Parish Council meeting and was agreed that residents and properties should not be disrupted during the installation should it go ahead and proper measures should be taken to keep the roads clean.

Also concerns were raised regarding the AGI in a field opposite Singleton Birch. It was agreed there could be better locations for this rather than on the edge of a field close to houses especially with the potential noise from the equipment.

Please take these comments into consideration.

Kind Regards, Claire

Clerk to Kirmington & Croxton Parish Council



The Planning Inspectorate Environmental Services Operations Group 3 Temple Quay House 2 The Square Bristol, BS1 6PN Amy Charlesworth
Infrastructure Officer
Planning Services
Lincolnshire County Council
County Offices
Newland
Lincoln, LN1 1YL

Email: NSIPS@lincolnshire.gov.uk

Sent by E-Mail to:

humberccpipeline@planninginspectorate.gov.uk

Your Ref: EN0710003 Date: 31 January 2025

Dear Sir/Madam,

Proposal: Scoping Consultation under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

Location: Pipeline from Drax (North Yorkshire) to Easington on the coast (East Riding of Yorkshire)

Thank you for your letter dated 03 January 2025 consulting Lincolnshire County Council, as a neighbouring authority, on the Environmental Impact Assessment Scoping Report prepared by Arcadis UK Limited on behalf of Net Zero North Sea Storage Limited dated 02 January 2025.

The Council have reviewed the information and have the following comments to make.

Ecology

General comments

Chapter 7 of the Scoping Report discusses the Applicant's approach to Ecology and Biodiversity. Having reviewed this and other sections of the report relevant to ecology and biodiversity, subject to the comments below, Lincolnshire County Council supports the approach to the assessment of ecological impacts.

Baseline Conditions

Study Area

LCC agrees that the study area and associated Zones of Influence as set out in Table 7-6 and on Figures 7.1 - 7.3 are appropriate.

Current Baseline

Limited field surveys have been conducted at this stage of the project and information presented in the report results solely from desk-based studies.

A suite of important ecological sites ranging from internationally designated sites to locally important sites have been identified. The Applicant will need to identify potential impact pathways for these sites and their interest features and present an analysis of potential impacts, along with associated avoidance and mitigation measures at PEIR stage.

Desk based studies have also indicated the presence of a range of habitats and species within the study area. Surveys to establish the precise locations of these habitats and presence / absence of species will be required to identify any impacts and to inform mitigation and enhancement opportunities.

7.8.7 discusses covers Ancient Woodland. LCC advises that ancient woodland data for the County has recently been updated by the Greater Lincolnshire Nature Partnership. The Applicant may already have access to this data but should ensure that the most up to date information is being used to assess impacts including from field surveys commissioned in support of the application. LCC notes the Applicant's intention at 7.9.3 to avoid ancient woodland and welcomes this approach.

Various Figures (10.1, 17.2, 17.3 etc.) show that North Killingholme Haven Pits SSSI, SAC, SPA, Ramsar site is included within the order limits in area of search for a temporary construction compound. LCC suggests that apart from the existing ecological sensitivity of the site, the physical nature would make it unsuitable for such use. The site is identified as designated in Figure 7.1 and it therefore unclear why it has been included within the search area for a temporary construction compound.

Scope of the assessment

A list of potential ecological receptors is presented at 7.6.1. LCC agrees with this list but advises that Dormouse is unlikely to occur within the project area in Lincolnshire.

Table 7.8 sets out which receptors the Applicant proposes to scope in or out of out of further assessment. LCC considers it is premature to scope out impacts on certain habitats and species until planned ecological surveys have been completed. Potential impacts on the following should therefore scoped in until further information is available.

Ancient woodland

- White-clawed crayfish
- Breeding birds (decommissioning)

Assessment methodology

LCC agrees with the list of proposed ecological surveys set out in Table 7.4 and notes that surveys will follow industry standard guidance as well as engagement with relevant stakeholders.

Given the presence of a suite of ecologically important sites designated for their importance for migratory bird populations in the vicinity of the proposal, the Applicant will need to ensure they have access to sufficient data to determine potential impacts on these populations. Consideration should be given to appropriate timing of surveys during the year to detect areas outside the designated site boundaries where these sites are designated for mobile features such as birds i.e. Functionally Linked Land. Ornithological surveys should also cover more than a single year to help ensure that results are not skewed by any particularly harsh weather patterns.

Assessment of Cumulative Impacts and Effects

The requirement for assessment of cumulative effects on ecology and biodiversity is identified at 7.8.1.5 and is covered in more detail in Chapter 20 of the report. There are a number of development proposals of varying scales in the vicinity of this proposal. These range from small scale housing developments to large industrial developments as well as other NSIP scale proposals. The combined implications for habitat loss, land-use change, and associated impacts on species will need careful consideration in the final DCO application.

LCC agrees with the proposed outline methodology for the assessment of cumulative effects as set out in Chapter 20.

Habitats Regulations Assessment

Given the potential for impacts on statutorily designated sites, the Applicant should provide the information reasonably required for a Habitats Regulations Assessment. The Planning Inspectorate will need to undertake a Habitats Regulations Assessment and satisfy itself that sufficient information has been submitted by the Applicant to enable this to be completed.

Biodiversity Net Gain

Table 7.4 states that a Biodiversity Enhancement Strategy will be produced to include BNG commitments which are not yet mandatory but are expected to come into force in November 2025. Given the scale of the proposed development LCC will expect the project to deliver significantly in excess of 10% BNG.

No details of how any gains will be achieved are presented at this stage and the Applicant will need to ensure that habitat surveys are carried out to appropriate standards to allow the population of the Statutory Biodiversity Metric and calculation of the level of gains achieved. The current best practice method for this is set out in the Statutory Biodiversity Metric User Guide. A MoRPH assessment will be required to calculate baseline river units where watercourses (with the exception of ditches) are present in or adjacent to the proposed DCO boundary.

LCC encourages the Applicant to work with other developers and stakeholders in the area to identify opportunities to deliver BNG strategically including by keeping up to date with emerging local strategies such as the Greater Lincolnshire Local Nature Recovery Strategy.

Commitments to deliver BNG will need to be secured in the DCO and the Applicant will need to demonstrate that the commitments made to delivering BNG are achievable.

Cumulative Impacts

LCC is pleased to see the consideration of cumulative impacts within the Scoping Report and the inclusion of both intra-project and inter-project effects. LCC welcomes the scoping in of cumulative effects within the ES and notes the inclusion of a standalone chapter, which is also welcomed.

LCC welcomes the inclusion of several NSIP projects located within Lincolnshire County Councils administrative boundaries including Cottam Solar Project, Viking CCS Pipeline and Grimsby to Walpole being included within Appendix E – Cumulative Effects – Provisional Long List. However, LCC would note there are several other NSIP applications currently proposed or consented within Lincolnshire, whilst the principal sites are located outside of the proposed ZOI wider implications, particularly traffic and transport may have some interactivity and cumulative impact. Consideration should be given to the geographical scale of all the other NSIP projects within Northeast Lincolnshire and in adjacent authority areas (including Lincolnshire). The cumulative assessment and the impact of this proposal cumulatively with these other projects should be kept under review.

LCC also notes and welcomes the inclusion of PL/0104/23 - an application for the southern extension to the consented Kettleby Quarry. LCC would like to highlight that the existing quarry operation at this location should also be considered within the cumulative impact assessment, particularly when considering traffic and transport, dust and noise and vibration impacts and their mitigations.

Traffic and Transport

LCC welcomes the inclusion of the Council's policy documents including the Local Transport Plan (2022) and Council Network Management Plan (2018) with the policy review for construction traffic routing.

LCC notes that the construction traffic routes have not yet been confirmed. Given the location of the pipeline in Northeast Lincolnshire and Yorkshire and the fact that the area is well served by the M180, it is envisaged that there would not be any significant construction

traffic impact on Lincolnshire's network. However, LCC would review any further documentation published in the Preliminary Environmental Information Report, Environmental Statement and Transport Assessment when they are available in due course.

To date the applicant has had very little discussion with the County Council and it is expected that more dialogue will take place with the neighbouring authorities as the project proceeds through the pre-application stage.

Should you have any queries please do not hesitate to contact me.

Yours faithfully, Amy Charlesworth

For Neil McBride Head of Planning



Marine Licensing Lancaster House Hampshire Court Newcastle upon Tyne NE4 7YH T +44 (0)300 123 1032 F+44 (0)191 376 2681 www.gov.uk/mmo

Our reference: DCO/2025/00001 Your reference: EN0710003

Humber Carbon Capture Project Case Team Planning Inspectorate humberccpipeline@planninginspectorate.gov.uk (By Email only)

30 January 2025

Dear Sir/Madam,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11.

MMO scoping consultation response on the application by Net Zero North East Storage Limited (the Applicant) for an Order granting Development Consent (DCO) for the Humber Carbon Capture Project (the Proposed Development).

Thank you for your scoping consultation dated 03 January 2025 and for providing the Marine Management Organisation (MMO) with the opportunity to share our comments with you on the Humber Carbon Capture Project Scoping Report.



The MMO's role in Nationally Significant Infrastructure Projects (NSIPs)

The MMO was established by the Marine and Coastal Access Act 2009 (MCAA 2009) to make a contribution to sustainable development in the marine area and to promote clean, healthy, safe, productive and biologically diverse oceans and seas.

The responsibilities of the MMO include the licensing of construction works, deposits and removals in English inshore and offshore waters and for Northern Ireland offshore waters by way of a marine licence. Inshore waters include any area which is submerged at mean high water spring ("MHWS") tide. They also include the waters of every estuary, river or channel where the tide flows at MHWS tide. Waters in areas which are closed permanently or intermittently by a lock or other artificial means against the regular action of the tide are included, where seawater flows into or out from the area.

In the case of NSIPs, the Planning Act 2008 (the 2008 Act) enables DCOs for projects which affect the marine environment to include provisions which deem marine licences.

As a prescribed consultee under the 2008 Act, the MMO advises developers during pre-application on those aspects of a project that may have an impact on the marine area or those who use it. In addition to considering the impacts of any construction, deposit or removal within the marine area, this also includes assessing any risks to human health, other legitimate uses of the sea and any potential impacts on the marine environment from terrestrial works.

Where a marine licence is deemed within a DCO, the MMO is the delivery body responsible for post-consent monitoring, variation, enforcement and revocation of provisions relating to the marine environment. As such, the MMO has a keen interest in ensuring that provisions drafted in a deemed marine licence ("DML") enable the MMO to fulfil these obligations.

Further information on licensable activities can be found on the MMO's website at https://www.gov.uk/government/collections/planning-and-development-marine-licences

Further information on the interaction between the Planning Inspectorate and the MMO can be found in our joint advice note at https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/04/Advice-note-11-Annex-B-MMO.pdf

General Comments

The MMO notes that the applicant did not provide sufficient notice regarding their DCO application, or the request for an EIA scoping report response. Therefore, there was a delay in the MMO being able to prepare a response. The MMO requests the applicant contacts the MMO prior to document submissions to PINS to ensure fee estimates and





case teams are in place and a DCO case has been set up on our Marine Case Management System. This will avoid delays in processing and reviewing documents.

The MMO notes that due to the delay, this has prevented us from consulting with our technical advisors Centre for Environment, Fisheries and Aquaculture Science (Cefas). The MMO may recommend further data sources to support assessments following consultation with our technical experts.

If the applicant wishes for us to consult our technical advisors prior to the next statutory deadline, we can facilitate this through our discretionary advice pre-application discussions. It is noted the MMO will contact our technical advisors during our Preliminary Environmental Information Report (PEIR) review. The MMO also encourages the applicant to engage with key stakeholders during the pre-application process.

Please find attached the scoping opinion of the MMO.

The MMO reserves the right to make further comments on the project throughout the preapplication process and may modify its present advice or opinion in view of any additional information that may come to our attention. This representation is also submitted without prejudice to any decision the MMO may make on any associated application for consent, permission, approval or any other type of authorisation submitted to the MMO either for the works in the marine area or for any other authorisation relevant to the proposed development.

If you require any further information, please do not hesitate to contact me using the details provided below.

Yours Sincerely

Tours officerery

Jordana Chell Marine Licensing Case Officer

marinemanagement.org.uk







Scoping Consultation Response

Marine Works (Environmental Impact Assessment) Regulations 2007 ("the Regulations")

Title: Humber Carbon Capture Pipeline

Applicant: Net Zero North East Storage Limited

MMO Reference: DCO/2025/00001

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		e caused by Climate Change)						
	8.18	Decommissioning.						
^	8.19	Volume 4, Appendix F – Draft reigster of commitments						
9		neral Comments						
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1 Proposal

Humber Carbon Capture Pipeline Project

1.1 Project Background

The proposal is to construct a transportation pipeline up to 66 cm in diameter, to transport dense-phase carbon dioxide from Carbon Capture Projects to a 'landfall' area between the Pump Facility and the Mean Low Water Springs (MLWS) at the coast near Easington. The Project will involve a cathodic protection system to protect the buried pipeline from external corrosion, and pipeline marker posts to indicate the presence of the buried pipeline. A buried fibre optic cable will run alongside the onshore pipeline to provide telecommunications, control links between the above ground installations (up to 13) and pump facility as well as leak detection along the pipeline route will also be installed. The project will have an interface with the offshore pipeline that would deliver the continuation of the carbon dioxide transportation pipeline to subsea storage.

Due to the nature, scale and elements of the Project, it has been classified as a Nationally Significant Infrastructure Project, as such the applicant is seeking a Development Consent Order (DCO) from the Department of Energy Security and Net Zero to construct and operate the project. The applicant has confirmed via email on the 07 January 2025 that the DCO will contain a Deemed Marine Licence (dML). Additionally, the applicant intends to apply for separate consent for the offshore pipeline, through the Offshore Petroleum Regulator for Environment and Decommissioning (OPRED) and the North Sea Transition Authority (NSTA).

2 Location

The Humber Carbon Capture Project is located in the Northeast of England, predominately in North Yorkshire, and the coast of East Riding of Yorkshire, via Lincolnshire and Northeast Lincolnshire, the pipeline will connect to an offshore pipeline under the North Sea which is displayed in Figure 1 below.



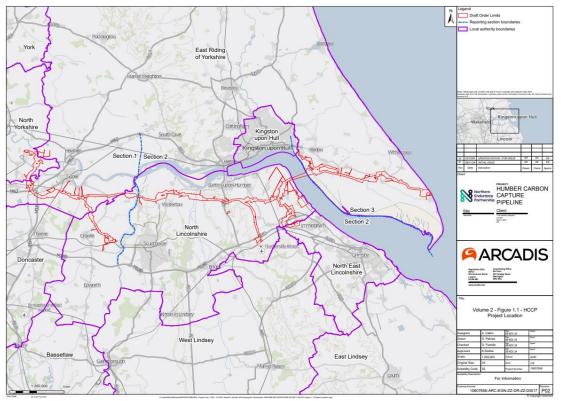


Figure 1: Scoping area of the proposed development

3 Scoping Consultation Response

Net Zero North East Storage Limited has asked the Planning Inspectorate on behalf of the Secretary of State for its opinion (a Scoping Opinion) as to the information to be provided in an Environmental Statement (ES) relating to the Proposed Development. The Planning Inspectorate has consulted the MMO on the Scoping Report titled 'Humber Carbon Capture Pipeline, Environmental Impact Assessment, Scoping Report, Volumes 1-3' and asked that the MMO identifies the information that should be provided in the ES. The MMO has reviewed the Scoping Report and broadly agrees with the topics outlined, however has the following comments that should be considered before the Planning Inspectorate issues its Scoping Opinion.



4 Consents

- 4.1 The MMO are unclear on the works taking place below mean high water springs. The applicant has stated they are expecting a deemed marine licence (dML) to be included in the Development Consent Order (DCO) via email to the MMO on 07 January 2025. However, the MMO do not know what marine licensable activities will be undertaken within our jurisdiction. It is assumed from the documentation that the landfalls, pump facility, cathode protection system and potentially parts of the Humber crossing will be below mean high-water springs.
- 4.2 The MMO requests that the applicant specifies which activities the deemed marine licence will be applied for within the upcoming PEIR submission and the final Environmental Statement (ES). The MMO recommends this is covered within a 'consents' chapter. The MMO recommends that the applicant consider all stages of the Humber Carbon Capture Project when determining this. To assist the MMO recommend the use of the interactive marine licensing tool available on our website at https://marinelicensing.marinemanagement.org.uk/mmofox5/journey/self-service/start.
- 4.3 The MMO also recommends the 'consents' chapter clearly outlines the other consents the applicant is applying for and how the DCO application links to the offshore carbon capture section of the wider project; including how the offshore works are being consented.
- 4.4 The MMO notes that the applicant has stated that "the draft Order Limits extend as far as the Mean Low Water Springs North of Easington. This area would serve as the interface between the Project and the offshore carbon dioxide transportation pipeline and infrastructure, which are to be progressed as a separate application, and it is anticipated would extend up to the Mean High-Water Springs ..." The MMO asks the applicant to confirm if the separate application to be consented under the Energy Act 2008 will be overlapping the consent area.

5 Definitions to include within the Environmental Statement

- 5.1 The MMO would expect to see a definition of deemed marine licence within the ES.
- 5.2 The MMO asks the applicant to amend the definition of Mean High Water Springs to ensure that it matches the MMO definition, which can be found at https://www.gov.uk/guidance/marine-licensing-definitions#mean-high-water-springs: The height of Mean High Water Springs (MHWS) is the average throughout the year, of two successive high waters, during a 24-hour period in each month when the range of the tide is at its greatest (Spring tides).
- 5.3 The MMO disagree with the mitigation measure definition: 'Actions proposed to prevent, reduce and where possible, offset significant adverse effects arising from the whole or specific elements of the Project'. The MMO notes that offsetting would be compensation. Therefore, if compensation is required during the Habitat Regulation Assessment (HRA) derogation process, it should be clearly defined as compensation. The mitigation measure definition should also be updated.
- 5.4 The MMO asks the applicant to amend the 'HM Treasury Green Book' definition to 'His Majesty's....'
- 5.5 The MMO asks the applicant to include a definition of Marine Plans within the ES.
- 5.6 The MMO asks the applicant to confirm their definition of offshore. The MMO defines offshore as relating to waters extending past 12 nautical miles measured seaward from the territorial sea baseline.



6 Project Description and Rochdale Envelope

- 6.1 The MMO asks that that the applicant specifies the purpose of the Humber Carbon Capture Project within the project description and sets out the projects Rochdale envelope clearly within the ES. The MMO note that while the Rochdale Envelope is referenced in the 'Glossary of Terms' it does not appear to be mentioned outside of the 'Assessment Parameters'.
- 6.2 The MMO requests for the full Rochdale envelope to be incorporated, including maximum length of the pipeline. The applicant should apply the worst-case design parameters as part of the Rochdale Envelope. The MMO consider that the key design parameters are missing. This has made it difficult to provide a full EIA scoping response. The MMO cannot accept approximates within a dML, therefore, the applicant should remove reference to 'approximate' dimensions, for example in section 3.2.2, 3.6.53, 3.6.57 and 2.6.58.
- 6.3 The MMO requests clarification regarding how the applicant has determined that 10 metres (m) below seabed for the Humber crossing is suitable and raise concerns regarding the potential of the pipeline to become exposed. Pipeline protection and maintenance must be considered within the Rochdale envelope; and where appropriate within the dML.
- 6.4 The MMO seeks clarification regarding if the installation of marker posts will involve piling. The applicant should provide the maximum number of piles to be installed as part of the project parameters and detail how many will be below MHWS. Noise impacts should also be considered, including the maximum hammer energy.
- 6.5 The applicant has stated a launch pit would be created onshore, land side of the Dimlington Cliffs, and the pipe would be thrusted beneath the cliffs to a reception pit where a jack-up barge would retrieve the boring machine and pipeline at approximately 4m below Lowest Astronomical Tide (LAT), beyond the MLWS limit of the DCO. The MMO note that this would be beyond the MLWS limit of the DCO. Therefore, the MMO asks the applicant to confirm if this activity will be approved through a separate consent. The MMO recommend this is clearly detailed within the 'consents' chapter of the ES.
- 6.6 The MMO seeks clarification as discrepancies are contained within the Landfall and Horizontal-Direction Drill sections. The Landfall section is described as being "the area between the Pump Facility and the extent of the draft Order Limits at the MLWS", referring to construction works up to MLWS. However, the Horizontal Directional Drilling section states that the "HDD would pass beneath the cliffs and foreshore and exit at an area approximately 8m below the Lowest Astronomical Tide (LAT) Point" indicating that drilling goes beyond MLWS extending the works outside of the DCO limits. It is the MMOs understanding that works beyond MLWS are not included within this DCO. As above this should be clearly detailed within the 'consents' chapter of the ES.



7 Legislation and Policies

- 7.1 The applicant must ensure any dredged material that will be deposited in the marine environment is suitable for disposal at sea. Under the Marine and Coastal Access Act 2009, dredging is defined as 'using any device to move any material (whether or not suspended in water) from one part of the sea or seabed to another part'.
- 7.2 The MMO recommends that the applicant consider the Oslo and Paris Convention for the Protection of the Marine Environment of the North-East Atlantic (the 'OSPAR Convention'); as well as The Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (the 'London Convention).
- 7.3 The MMO request a compliance assessment table is provided within the ES to demonstrate how the applicant has considered all the relevant East Inshore and East Offshore Marine Plan policies.

8 Environmental Statement Structure

- 8.1 The MMO asks that the applicant produce two separate chapters per environmental topic (where applicable), one for terrestrial impacts and another for marine impacts, to ensure the appropriate information can be easily identified by the relevant consultees. For instance, the MMO recommends, where appropriate, the following marine chapters are included within the future ES documents:
 - Project Description
 - Intertidal Works (Below mean high water springs to mean low water springs (DCO order limit)).
 - Marine Chapters
 - Marine Physical Processes
 - Marine Sediment and Water Quality
 - Underwater Noise and Vibration
 - Benthic and Intertidal Ecology
 - Fish and Shellfish Ecology
 - Marine Mammals
 - Marine Ornithology
 - Commercial Fisheries
 - Shipping and Navigation
 - Aviation and Radar
 - Infrastructure and Other Users
 - Marine Archaeology and Cultural Heritage
 - Marine Seascape, Landscape and Visual Impacts

8.2 Marine Protected Areas

- 8.2.1 The MMO note a list of statutory designated sites within the applicant's zone of influence are presented in Volume 3, Appendix. The MMO have undertaken a 5km site check from the River Humber Crossing and Easington Site. And consider the proposed development is within or may impact the following nationally designated nature conservation site(s). All of the below should be included within the table, unless statutory nature conservation body advice considers there is no pathway to impact.
- Humber Estuary Special Protection Area (SPA) (UK9006111)
- Greater Wash SPA (UK9020329)
- Humber Estuary Ramsar (UK11031)
- Humber Estuary Special Area of Conservation (SAC) (UK0030170)
- Holderness Inshore Marine Conservation Zone (MCZ) (UKMCZ0035)



- Humber Estuary Site of Special Scientific Interest (SSSI)
- The Lagoons SSSI
- Barn Hill Meadows SSSI
- Eastoft Meadow SSSI
- Kelsey Hill Gravel Pits SSSI
- Roos Bog SSSI
- North Killingholme Haven Pits SSSI
- Dimlington Cliff SSSI
- In addition, MMO notes that the Southern North Sea SAC is 33.2 km from the Humber Crossing and 15.68 km from work being conducted in Easington. The effective deterrent range of monopiling is 26km therefore there is a potential pathway to impact on harbour porpoise (the protected feature of the SAC) if the applicant is undertaking piling.
- 8.2.3 MMO recommend the applicant engages with the statutory nature conservation body Natural England, to discuss the impacts of their proposal on the marine protected areas in the vicinity of the works.



8.3 Habitats and Species of Principal Importance

- 8.3.1 The MMO has identified grey seals (*Halichoerus grypus*), harbour seals (*Phoca vitulina*), harbour porpoises (*Phocoena phocoena*), Short Beaked Dolphin (*Delphinus delphis*) and White Beaked Dolphin (*Lagenorhynchus albirostris*) in the vicinity of the proposed works.
- 8.3.2 From 0 to 12 nm seals are protected under the Conservation of Seals Act 1970 and regulation 45 of The Conservation of Habitats and Species Regulations 2017 (CHSR). When within a Site of Special Scientific Interest (SSSI) where they are listed as a feature of special interest, seals are protected from disturbance under section 28P(6A) of the Wildlife and Countryside Act 1981 (as amended) (WCA). If the applicant considers the works could result in an offence, the applicant will need to obtain a wildlife licence. The MMO Marine Conservation Team can be contacted at DL-

MMOMarineConservationTeam@marinemanagement.org.uk to discuss this further. Please see MMO's webpage guidance with details of offences for seals:

https://www.gov.uk/government/publications/protected-marine-species/seals

- 8.3.3 The MMO notes that the scoping report does not reference cetaceans. The MMO would expect to see impacts to cetaceans considered within the ES. From 0 to 12 nm cetaceans are protected by regulations 43 and 45 of the CHSR and section 9 of the WCA. Please see MMO's webpage guidance with details of offences for cetaceans: https://www.gov.uk/government/publications/protected-marine-species/cetaceans-dolphins-porpoises-and-whales
- 8.3.4 The MMO asks that the applicant consider marine mammals (cetaceans and seals) as ecological receptors. The applicant has not included marine mammals within the identified ecological receptors within section 19.7.2. A separate marine mammal chapter should be included within the ES.
- 8.3.5 The MMO would expect to see within the Marine Noise and Vibration chapter that the applicant has considered the need for site integrity plans and a marine mammal mitigation protocol. If the applicant does not consider the above necessary, the applicant should provide justification to support this.
- 8.3.6 The MMO note that Red Throated Divers are present in the works area and recommend the applicant follows the Red Throated Diver Protocol, see 8.3.6.1.
- 8.3.6.1 Red Throated Divers: Licensable activities must adhere to the Red Throated Diver best code of Practice to minimise disturbance:
 - Selecting routes that avoid known aggregations of birds;







- Restricting vessel movements to existing navigation routes (where the divers are typically relatively low).
- Maintaining direct transit routes (to minimise transit distances through areas used by divers);
- Avoidance of over-revving of engines (to minimise noise disturbance);
 and
- Briefing of vessel crew on the purpose and implications of these vessel management practices.

8.4 Coastal Processes

- 8.4.1 The MMO asks the applicant to model coastal processes over time; and to review the proposed depth of the pipeline. The MMO notes that the applicant has stated that the pipeline will be a minimum of 1.2m deep overall and 10m deep for the Humber crossing, however, this appears shallow. Please confirm how coastal processes have been taken into consideration to ensure natural processes won't expose the pipeline. The methodology of the coastal processing modelling; and the data sources should be provided within the ES. It is noted that the applicant is using a 15km study area for coastal processes (see Figure 19.1, Volume 3).
- 8.4.2 The applicant has stated that Chapter 19, Coastal and Intertidal Impacts, focuses on intertidal coastal processes, geology and ecology at the Easington landfall and within the predicted zone of influence. The MMO asks the applicant to confirm if this is the only section below mean high water springs impacted. The MMO asks the applicant to consider the works conducted within the Humber Estuary Region. In particular, in the event that cable protection is required.

8.5 Seascape / Landscape

8.5.1 The MMO has no comments on Chapter 10, Landscape and Visual.

8.6 Ecology and Biodiversity

8.6.1 The MMO requests that chapter 7, Ecology and Biodiversity, is updated to terrestrial ecology and biodiversity for clarity. The MMO defers final comment to Natural England (NE).



8.7 Fish Ecology and Fisheries

- 8.7.1 The MMO recommends that the applicant provide further descriptions of the considered fish species within a 'Fish and Shellfish Ecology' Chapter within the ES. The MMO has identified migratory routes of European Eels, Atlantic Salmon and Sea Trout overlap with the proposed work area. The MMO would therefore expect to see consideration of these species within the ES.
- 8.7.2 The MMO asks the applicant to consider the risks of the works; especially if the pipeline becomes exposed to commercial fisheries, within a commercial fisheries chapter of the ES. For example, trawlers are at risk of snagging on exposed pipelines.

8.8 Noise and Vibration

8.8.1 The MMO note that chapter 12, Noise and Vibration, focuses purely on human receptors. The MMO requests a separate marine noise and vibration chapter to be included within the ES to discuss impacts of the project on marine receptors, especially marine mammals and fish.

8.9 Archaeology / Cultural Heritage

- 8.9.1 The MMO has reviewed chapter 11, Cultural Heritage, and defers final comment to Historical England.
- 8.9.2 The MMO recommend impacts included within Table 9.11, 'Intertidal and Marine Archaeology at the Humber Estuary', and 'Marine Archaeology at Easington' is scoped in if the applicant is excavating along foreshore or if undertaking unexploded ordnance clearance. The MMO note that the applicant has identified that there is a 'Moderate Risk' of unexploded ordnances located around the River Humber Crossing and that separate investigation and clearance Marine Licences will be applied for post-consent.

8.10 Air Quality & Climate

- 8.10.1 The MMO has no comments on Chapter 6, Air Quality.
- 8.10.2 The MMO has no comments on Chapter 8, Climate Change, Adaptation and Resilience.



8.11 Water Quality and Waste

- 8.11.1 The MMO notes that within Chapter 16, Waste and Materials, the applicant should consider the waste framework directive, as well as the London Convention/Protocol and OSPAR convention if considering of disposing waste to sea. This is to ensure any material is suitable for disposal at sea, and also to limit any waste production.
- 8.11.2 The MMO asks that the applicant clarify that chapter 17, Water Resources, Flood Risk and Land Drainage, is for terrestrial impacts in the chapter title.
- 8.11.3 The applicant should consider the water framework directive for activities in the marine environment up to 1 nautical mile out to sea.

8.12 Seabed / Land / Soil Quality

- 8.12.1 The MMO has no comments on Chapter 5, Agriculture and Soils, as this is not relevant to the MMO.
- 8.12.2 The MMO notes that Chapter 9, Ground Conditions and Hydromorphology, is not relevant to the MMO. The MMO recommends clarifying that this chapter relates to terrestrial conditions within the heading "Terrestrial Ground Conditions and Hydromorphology".
- 8.12.3 The MMO welcome that sampling of intertidal sediments at the Easington landfall will be undertaken to establish baseline physical characteristics and contaminant levels. The MMO want to remind the applicant they may require a marine licence for this depending on the methodology and volumes as well as other surveys in the intertidal area. Further information can be found at the following sites: https://www.gov.uk/guidance/marine-licensing-sediment-analysis-and-sample-plans; https://www.gov.uk/guidance/do-i-need-a-marine-licence; https://marinelicensing.marinemanagement.org.uk/mmofox5/journey/self-service/start

8.13 Socioeconomics, Human Health and Transport

8.13.1 The MMO has no comments on Chapter 13, Socioeconomics.

8.14 Human Health and Wellbeing

8.14.1 The MMO has no comments on Chapter 14, Human Health and Wellbeing.





8.15 Traffic and Transport

8.15.1 The MMO has no comments on Chapter 15, Traffic and Transport.

8.16 Cumulative Impacts & In-Combination Impacts

- 8.16.1 The MMO has reviewed chapter 20, Cumulative and In-Combination Effects, and requests that we are provided with the long and short list of projects, throughout the DCO process.
- 8.16.2 The MMO notes that the applicant has stated that "Based on the Zones of Influence for the different environmental topics from the Environmental Statement (ES) and professional judgement, the initial long list search will be based on a search area of 2km from the draft Order Limits for all Major Developments or allocated sites from the relevant Local Plans ...". The MMO recommends that this radius is increased to 5km to account for possible impacts on mobile species. This is in line with the 5km study area for biodiversity receptors, as identified in Figure 19.1, Volume 2. The applicant should also consider expanding the long list where appropriate to 15km to align with the coastal processes study area (Figure 19.1, Volume 2).

8.17 Risk of Major Accidents and Disasters Relevant to the Project (including those caused by Climate Change)

8.17.1 The MMO have no comments on Chapter 18, Major accidents and disasters.

8.18 Decommissioning

- 8.18.1 The MMO requests that impacts to intertidal ecology and biodiversity receptors should **not** be scoped out for operation and decommissioning stages, instead all impacts should be scoped in for operation and decommissioning in the ES.
- 8.18.2 The MMO asks the applicant to justify why they have determined that leaving the pipe in-situ is the most appropriate decommissioning method. The MMO asks the applicant to consider any risk to human health, the environment and other legitimate users of the sea for leaving the cable in-situ.

8.19 Volume 4, Appendix F – Draft register of commitments

- 8.19.1 The MMO welcome the production of a draft register of commitments. The applicant should also consider including;
 - Outline project environmental management plan
 - Outline scour and pipeline protection plan





- Outline fisheries liaison and coexistence plan (if a pathway is identified)
- Outline vessel traffic monitoring plan
- Outline marine mammal mitigation protocol
- In principle monitoring plan
- In principle site integrity plan (for the Southern North Sea).

9 General Comments

9.1 The MMO asks the applicant to list the MMO as a statutory consultee as the DCO contains a deemed marine licence.

10 Conclusion

The topics highlighted in this scoping opinion must be assessed during the EIA process and the outcome of these assessments **must** be documented in the ES in support of the Development Consent Order and Deemed Marine Licence application and any associated planning application(s). This statement, however, should not necessarily be seen as a definitive list of all EIA requirements. Given the scale and programme of these planned works other work may prove necessary.

Jordana Chell Marine Case Officer



30/01/2025





Helen Duncan
Maritime and Coastguard Agency
Bay 2/24
Spring Place
105 Commercial Road
Southampton
SO15 1EG

www.gov.uk/mca

Your Ref: EN0710003

31 January 2025

Via email: humberccpipeline@planninginspectorate.gov.uk

Dear Planning Inspectorate

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

Thank you for your letter dated 3 January 2025 inviting comments on the Scoping Report for the proposed Humber Carbon Capture Pipeline Project (HCCP). The Scoping Report has been considered by representatives of UK Technical Services Navigation, and the Maritime and Coastguard Agency (MCA) would like to respond as follows:

We note that the HCCP comprises a proposed underground, onshore pipeline that aims to transport carbon dioxide produced by industrial projects and power generating facilities in the Humber region to secure offshore storage under the North Sea and includes (but is not limited to):

- An onshore, underground pipeline that would transport carbon dioxide from Carbon Capture Projects to a 'landfall' area between the Pump Facility and the Mean Low Water Springs (MLWS) at the coast near Easington
- A facility near Easington that would contain a permanently staffed control room and equipment necessary for the onward transportation of carbon dioxide through the marine environment once the project is operational (the Pump Facility)
- River crossing for pipeline installation using Horizontal Direction Drilling (HDD) or Tunnel trenchless technique e.g. River Humber
- Main river crossings using trenchless techniques for e.g. Rivers Trent, Ouse and Ancholme
- Smaller river crossings using open trench cut techniques involving temporary diverting of watercourse

The MCA has an interest in the works associated with the marine environment, and the potential impact on the safety of navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations.

We note that the Project covers the works required onshore and up to the Mean Low Water Springs (MLWS) in the intertidal zone at Easington (a pump facility) and includes an interface with the offshore pipeline (which



we understand is being consented through other legislation and is outside the scope of this project.). The pump facility as currently planned includes the option for a cofferdam reception pit which would be located between MHWS (Mean High Water Springs) and MLWS. The MCA would expect any impact on shipping and navigation to be considered by the applicant and any works in the marine environment to be subject to the appropriate marine licensing regime. The refined details of the proposed works below the MHWS will need to be provided in due course and reassurance that any impact on other marine users has been suitably addressed.

As well as works in the intertidal area, the onshore pipeline installation includes river crossings for the River Trent and the River Humber among other main rivers and these rivers may also fall within the jurisdiction of a Statutory Harbour Authority (SHA) (ABP Humber for Rivers Humber and Trent) and therefore they are responsible for the safety of navigation within their waters. The SHA should therefore be consulted on any plans for works within their waters. The MCA would encourage the applicant to work with the relevant SHA's to develop a robust Safety Management System (SMS) for the project in accordance with the Port Marine Safety Code (PMSC) and its associated Guide to Good Practice, to ensure that the risk and impact on other marine users are As Low As Reasonably Practicable (ALARP).

We note that the applicant will engage with the Canals and Rivers Trust concerning any impacts on rivers in their jurisdiction which we welcome. We also recommend contacting any local navigation authorities for the smaller rivers impacted by the pipeline installation to ensure relevant authorities will be consulted about potential pipeline river crossing works and that local river users will be kept informed, especially if any river crossings include the temporary damming of rivers.

We understand that a degree of optionality for the project remains. To assess the feasibility of these crossings, studies are being explored and an update will be reported in the PEIR which we welcome.

The MCA is satisfied with the scoping report at this stage as the basis for an Environmental Impact Assessment and an Environmental Statement from the shipping and navigation perspective. The MCA would expect any impact on other marine users to be considered by the applicant and any works in the marine environment to be subject to the appropriate marine licensing regime. The refined details of the proposed works below the MHWS will need to be provided in due course and reassurance that any impact on other marine users has been suitably addressed.

We hope this information is useful at scoping stage.

Yours faithfully,

Helen Duncan
Marine Licensing Project Lead
UK Technical Services Navigation



From: Carbon Capture Pipeline To:

RE: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and Consultation Subject:

15 January 2025 16:56:56

Attachments: ~WRD1698.jpg

image006.jpg image007 png image008.png image009.png age<u>010.png</u> image011.png

_ Dear Hannah

Thank you for your letter of 3rd January 2025 consulting Middlesbrough Council on the above proposals.

Having considered the information provided, Middlesbrough Council has no comments to make.

Regards

Peter Wilson

Principal Planning Officer

Address: Development Control | Middlesbrough Council | Fountain Court, 119 Grange Road | Middlesbrough | TS1 2DT

www.middlesbrough.gov.uk

values

From: Humber Carbon Capture Pipeline < Humber CCpipeline@planninginspectorate.gov.uk >

Sent: Friday, January 3, 2025 12:00 PM

Subject: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and Consultation

You don't often get email from humberccpipeline@planninginspectorate.gov.uk. Learn why this is important

CYBER SECURITY WARNING: This email is from an external source - be careful of attachments and links. If in doubt contact ICT Services via the YourICT link on The Bridge.

FAO Head of Planning

Dear Sir/Madam

Please see attached correspondence on the proposed Humber Carbon Capture Pipeline.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by 31 January 2025. The deadline is a statutory requirement that cannot be extended.

Further information is included within the attached letter.

Kind regards



Molly Harvey (She/Her) Senior EIA Advisor Planning Inspectorate

From:
To: Humber Carbon Capture Pipeline

Subject: 202501110_MOD_Response_EN0710003_DIO_10065636

Date: 10 January 2025 10:25:38

FAO: Hannah Terry.

Thank you for consulting the Ministry of Defence (MOD) on Section 36 Application reference EN0710003, MOD reference DIO 10065636.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the MOD as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

I can confirm that, following review of the application documents, the proposed development falls outside of MOD safeguarded areas and does not affect other defence interests. The MOD, therefore, has no objection to the development proposed.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Best wishes,

Vicki James | Estates Safeguarding Officer

Defence Infrastructure Organisation
Estates | Safeguarding
DIO Head Office | St George's House | DMS Whittington | Lichfield | Staffordshire | WS14 9PY



Submitted via email to: humberccpipeline@planninginspectorate.gov.uk

31st January 2025

Dear Sir/Madam,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the Applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the Proposed Development)

I refer to your email dated 03/01/2025 regarding the above proposed DCO. This is a response on behalf of National Gas Transmission (NGT). Having reviewed the scoping consultation documents, NGT wishes to make the following comments regarding gas infrastructure which may be affected by proposals.

NGT has many feeder mains and Estate land located within or in proximity to the Order limits. Details of this infrastructure is as follows:

- Feeder Main FM07 Cawood to Susworth T West
- Feeder Main FM29 Ganstead to Asselby
- Feeder Main FM29 Asselby to Pannal
- Feeder Main FM07 Asselby to Drax Duplicate River Xing
- Feeder Main FM07 Eastoft to Keadby PS
- Feeder Main FM22 Goxhill to Hatton
- Feeder Main FM09 East Marsh Ln to Ulceby
- Feeder Main FM01 Skitter to Thornton Curtis 'A' (Abandoned)
- Feeder Main FM09 Paull to East Marsh Ln
- Feeder Main FM06 Paull to Saltend
- Feeder Main FM06 Rosehill Spur
- Feeder Main FM06 Burton Agnes to Paull
- Feeder Main FM01 Easington to Paull
- Feeder Main FM19 Easington to Paull
- Feeder Main FM24 Easington to Paull
- Feeder Main FM09 Easington to Paull
- Feeder Main FM29 Easington to Ganstead
- NGT Leasehold (999-year lease) YEA41918
- NGT Freehold HS227459
- NGT Leasehold YEA103267
- NGT Leasehold YEA3669
- Cathodic Protection Groundbeds/TR



Ancillary apparatus

Please note that NGT has existing easements for these pipelines which provides rights for ongoing access and prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip.

You should also be aware of NGT's guidance for working in proximity to its assets, further guidance and links are available as follows.

CATHODIC PROTECTION SYSTEM

To ensure a high level of safety and reliability in operation, National Gas Transmission's assets are protected by a cathodic protection system. It is essential that buried steel pipework associated with the transmission and distribution of natural gas is designed, installed, commissioned and maintained to withstand the potentially harmful effects of corrosion and that the corrosion control systems employed are monitored to ensure continued effectiveness. Installations in the vicinity of National Gas Transmission's assets which may potentially interfere with the cathodic protection system must be assessed and approved by National Gas Transmission, and appropriate control measures must be put in place where required.

Installations which have the potential to interfere with National Gas Transmission's Cathodic protection system include (but are not limited to):

- 1. High voltage cable crossings and parallelism
- 2. High voltage ac pylon parallelism
- 3. Battery Energy Storage Systems
- 4. Third party pipelines with cathodic protection systems
- 5. PV Solar arrays

Further information on D.C interference can be found in UKOPA/GPG/031 Edition C Microsoft Word - UKOPA GPG 031 DC Interference Ed 1.docx

<u>Microsoft Word - UKOPA GPG 031 DC Interference Ed 1.docx</u> (hold ctrl and click to access)Further information on A.C. interference can be found in UKOPA/GPG/027 UKOPA Good Practice Guide UKOPA Good Practice Guide (hold ctrl and click to access)

The safe limits for transfer voltage and impressed current that a high-pressure gas pipeline can be exposed to are outlined in T/PL/ECP/1, T/PL/ECP/2 and BS EN 50122-1. These are the safe limits for non-electrically trained personnel.

Where the Promoter intends to acquire land, extinguish rights, or interfere with any of NGT's apparatus, NGT will require appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. A Deed of Consent will also be required for any works proposed within the easement strip.



Key Considerations:

- NGT 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.
- Please be aware that written permission is required before any works commence within the NGT easement strip. Furthermore a Deed of Consent will be required prior to commencement of works within NGT's easement strip subject to approval by NGT's plant protection team.
- Any large installations which may result in a large population increase in the vicinity of a high pressure gas pipeline must comply with the HSE's Land Use Planning methodology, and the HSE response should be submitted to National Gas Transmission for review.
- The below guidance is not exhaustive and all works in the vicinity of NGT's asset shall be subject to review and approval from NGT's plant protection team in advance of commencement of works on site.

General Notes on Pipeline Safety:

- You should be aware of the Health and Safety Executives guidance document HS(G) 47
 "Avoiding Danger from Underground Services", and NGT's Dial Before You Dig Specification
 for Safe Working in the Vicinity of NGT Assets. There will be additional requirements
 dictated by NGT's plant protection team.
- NGT will also need to ensure that its pipelines remain accessible during and after completion of the works.
- 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 NGT representative. Ground cover above our pipelines should not be reduced or increased.
- If any excavations are planned within 3 metres of NGT 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 on site in the presence of a NGT 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.
- Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with NGT's Plant Protection team is essential:
 - Demolition
 - Blasting
 - Piling and boring
 - Deep mining
 - Surface mineral extraction
 - Landfilling



- Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)
- Wind turbine installation minimum separation distance of 1.5x the mast/hub height is required, and any auxiliary installations such as cable or track crossings will require a deed of consent.
- Solar farm installation
- Tree planting schemes

Traffic Crossings:

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.
- Permanent road crossings will require a surface load calculation, and will require a deed of consent.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.
- The type of raft shall be agreed with NGT prior to installation.
- No protective measures including the installation of concrete slab protection shall be installed over or near to the NGT pipeline without the prior permission of NGT
- NGT will need to agree the material, the dimensions and method of installation of the proposed protective measure.
- The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to NGT.
- An NGT representative shall monitor any works within close proximity to the pipeline to comply with NGT specification T/SP/SSW22

New Asset Crossings:

- New assets (cables/pipelines etc) may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.
- The separation distance for a cable >33kV is 1000mm and pre and post energisation surveys may be required at National Gas Transmission's discretion. A risk assessment/method statement will need to be provided to, and accepted by National Gas Transmission prior to the deed of consent being agreed. Where a new asset is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and 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.
- A new service should not be laid parallel within an easement strip
- Clearance must be at least 600mm above or below the pipeline
- An NGT representative shall approve and supervise any cable crossing of a pipeline.



• A Deed of Consent is required for any cable crossing the easement

Where the promoter intends to acquire land, extinguish rights, or interfere with any of NGT apparatus, protective provisions will be required in a form acceptable to it to be included within the DCO. NGT requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection.

Adequate access to NGT pipelines must be maintained at all times during construction and post construction to ensure the safe operation of our network.

Yours Faithfully

Asset Protection Team



Further Safety Guidance

To download a copy of the HSE Guidance HS(G)47, please use the following link:

https://www.hse.gov.uk/pubns/books/hsg47.htm

Working Near National Gas Assets

https://www.nationalgas.com/land-and-assets/working-near-our-assets

Specification for Safe Working in the Vicinity of National Gas High Pressure Pipelines and Associated Installations

https://www.nationalgas.com/document/82951/download

Tree Planting Guidance

https://www.nationalgas.com/document/82976/download

Excavating Safely

https://www.nationalgas.com/document/82971/download

Dial Before You Dig Guidance

https://www.nationalgas.com/document/128751/download

Essential Guidance:

https://www.nationalgas.com/gas-transmission/document/82931/download

Solar Farm Guidance

https://www.nationalgas.com/document/82936/download





Tiffany Bate
Development Liaison Officer
UK Land and Property

@nationalgrid.com

www.nationalgrid.com

SUBMITTED ELECTRONICALLY:

humberccpipeline@planninginspectorate.gov.uk

29 January 2025

Dear Sir/Madam

RE: Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

I refer to your notice dated 3rd January 2025 in relation to the above consultation. This is a response on behalf of National Grid Electricity Transmission PLC (NGET).

Having reviewed the Humber Carbon Capture Pipeline Consultation and scoping red line boundary, I would like to make the following comments regarding NGET existing or future infrastructure which are within or in close proximity to the current red line boundary.

NGET has high voltage electricity overhead transmission lines, underground cables and a high voltage substation within and in close proximity to the scoping area. The overhead lines and substation forms an essential part of the electricity transmission network in England and Wales.

Existing Assets

Substation

- KEADBY 400 kV Sub Station
- · Associated overhead and underground apparatus including cables

Overhead Lines

2AJ 400kV OHL CREYKE BECK - HUMBER REFINERY - KEADBY

HUMBER REFINERY - KILLINGHOLME

2AC 400kV OHL CREYKE BECK - HUMBER REFINERY - KEADBY

CREYKE BECK - KEADBY - KILLINGHOME

2AD 400kV OHL KEADBY - KILLINGHOLME

KILLINGHOLME - SOUTH HUMBER BANK

4KG 400kV OHL KEADBY – KILLINGHOLME - SOUTH HUMBER BANK

GRIMSBY WEST - KEADBY





2KN 400kV OHL CREYKE BECK - HUMBER REFINERY - KEADBY

CREYKE BECK - KEADBY - KILLINGHOME

ZQ 400kV OHL CREYKE BECK - HUMBER REFINERY - KEADBY

CREYKE BECK - KEADBY - KILLINGHOME

ZDA 400kV OHL DRAX - KEADBY - THORPE MARSH

DRAX - KEADBY - THORPE MARSH

ZDA 400kV OHL COTTAM - KEADBY 1

COTTAM - KEADBY 2

4TM 400kV OHL KEADBY - WEST BURTON 1

KEADBY - WEST BURTON 2

4VC 400kV OHL DRAX - THORNTON 1

DRAX - THORNTON 2

4VJ 400kV OHL DRAX - EGGBOROUGH 1

DRAX - EGGBOROUGH 2

I enclose a plan showing the location of NGET's apparatus in the scoping area.

New infrastructure

Please refer to the Holistic Network Design (HND) and the National Grid ESO website to view the strategic vision for the UK's ever growing electricity transmission network. https://www.nationalgrideso.com/future-energy/the-pathway-2030-holistic-network-design/hnd'

NGET requests that all existing and future assets are given due consideration given their criticality to distribution of energy across the UK. We remain committed to working with the promoter in a proactive manner, enabling both parties to deliver successful projects wherever reasonably possible. As such we encourage that ongoing discussion and consultation between both parties is maintained on interactions with existing or future assets, land interests, connections or consents and any other NGET interests which have the potential to be impacted prior to submission of the Proposed DCO.

The Great Grid Upgrade is the largest overhaul of the electricity grid in generations, we are in the middle of a transformation, with the energy we use increasingly coming from cleaner greener sources. Our infrastructure projects across England and Wales are helping to connect more renewable energy to homes and businesses. To find out more about our current projects please refer to our network and infrastructure webpage. https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects. Where it has been identified that your project interacts with or is in close proximity to one of NGET's infrastructure projects, we would welcome further discussion at the earliest opportunity.

These projects are all essential to increase the overall network capability to connect the numerous new offshore wind farms that are being developed, and transport new clean green energy to the homes and businesses where it is needed.



Specific Comments – Electricity Infrastructure:

- NGET's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset
- Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. NGET recommends that 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)".
- If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances.
- The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they are both aware of and understand this guidance.
- Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") drawings should be obtained using the contact details above.
- 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.
- 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.
- NGET high voltage underground cables are protected by a Deed of Grant; Easement; Wayleave Agreement or the provisions of the New Roads and Street Works Act. These provisions provide NGET full right of access to retain, maintain, repair and inspect our assets. 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 NGET prior to any works taking place.
- 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.



To download a copy of the HSE Guidance HS(G)47, please use the following link: http://www.hse.gov.uk/pubns/books/hsg47.htm

Further Advice

We would request that the potential impact of the proposed scheme on NGET's existing and future assets as set out above and including any proposed diversions is considered in any subsequent reports, including in the Environmental Statement, and as part of any subsequent application.

Where any diversion of apparatus may be required to facilitate a scheme, NGET is unable to give any certainty with the regard to diversions until such time as adequate conceptual design studies have been undertaken by NGET. Further information relating to this can be obtained by contacting the email address below.

Where the promoter intends to acquire land, extinguish rights, or interfere with any of NGET apparatus, protective provisions will be required in a form acceptable to it to be included within the DCO.

NGET requests to be consulted at the earliest stages to ensure that the most appropriate protective provisions are included within the DCO application to safeguard the integrity of our apparatus and to remove the requirement for objection. All consultations should be sent to the following email address: box.landandacquisitions@nationalgrid.com

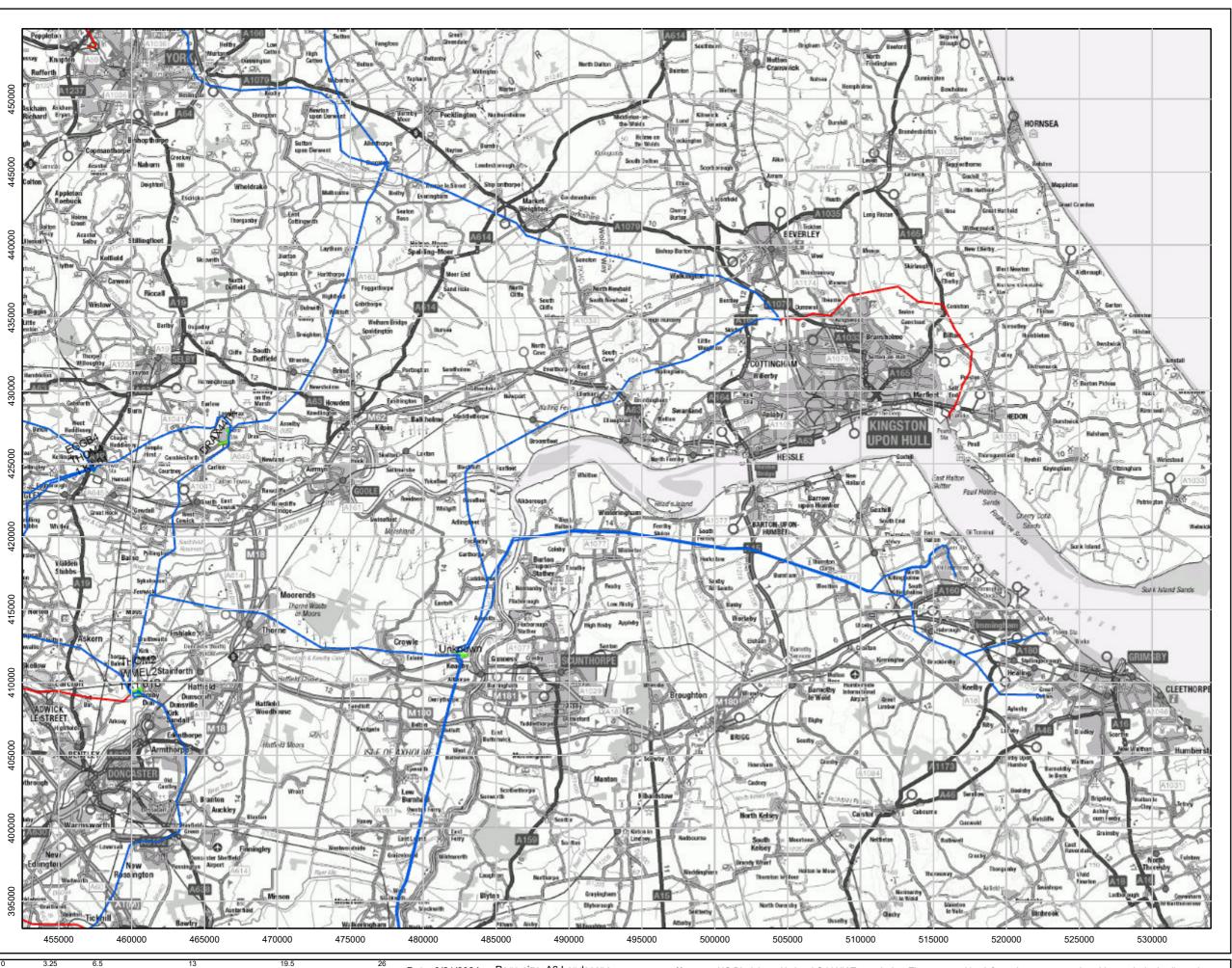
I hope the above information is useful. If you require any further information, please do not hesitate to contact me.

The information in this letter is provided not withstanding any discussions taking place in relation to connections with electricity customer services.

Yours faithfully

Tiffany Bate
Development Liaison Officer
Commercial and Customer Connections
Electricity Transmission Land and Property

nationalgrid National Grid Web Map





Legend

Buried Cable

Buried Cable Commissioned

OHL 275Kv

OHL 275Kv

Commissioned

OHL 400Kv

OHL 400Kv

Commissioned

Notes

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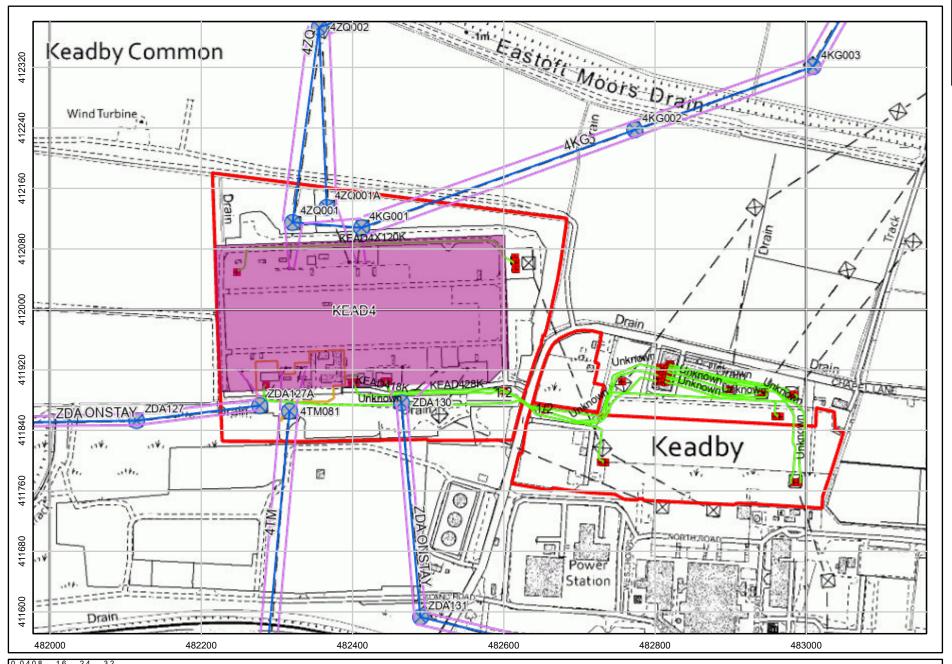
Date: 8/21/2024

Printed By: Tiffany.Bate Scale: 1:250,000

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Note: Any sketches on the map are approximate and not captured to any particular level of precision.

nationalgrid | National Grid Web Map



North Sea ^ Dublin Sources: Esri, TomTom, Garmin OpenStreetMap contributors, and the GIS User Community

Legend

Electric Land Ownership

> Electric Land Ownership

Freehold

Telecoms

RAMM

Cable

Accessories

Joint Bay Gauge

Link Box

Oil Tank

Fibre Cable

Fibre Cable Commissioned

Buried Cable

Buried Cable

Commissioned

Towers

Towers

Commissioned

OHL 400Kv

OHL 400Kv

Commissioned

OHL Circuits

Commissioned

Substations

Substations

Commissioned

Notes

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Disclaimer

National Grid Gas Transmission and National Grid Electricity Transmission or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law, nor does it supersede the express terms of any related agreements.



Purpose and scope

The purpose of this document is to give guidance and information to third parties who are proposing, scheduling or designing developments close to National Grid Electricity Transmission assets.

The scope of the report covers information on basic safety and the location of our assets – and also highlights key issues around particular types of development and risk areas.

In the case of electrical assets, National Grid does not authorise or agree safe systems of work with developers and contractors. However, we will advise on issues such as electrical safety clearances and the location of towers and cables. We also work with developers to minimise the impact of any National Grid assets that are nearby.

How to identify specific National Grid sites

Substations

The name of the Substation and emergency contact number will be on the site sign.



Overhead Lines

The reference number of the tower and the emergency contact number will be on this type of sign.



Contact National Grid

Plant protection

For routine enquiries regarding planned or scheduled works, contact the Asset Protection team online, by email or phone.

www.lsbud.co.uk

 $\textbf{Email:} \ asset protection@national grid.com$

Phone: 0800 001 4282

Emergencies

In the event of occurrences such as a cable strike, coming into contact with an overhead line conductor or identifying any hazards or problems with National Grid's equipment, phone our emergency number 0800 404 090 (option 1).

If you have apparatus within 30m of a National Grid asset, please ensure that the emergency number is included in your site's emergency procedures.

Consider safety

Consider the hazards identified in this document when working near electrical equipment



Part 1

Electricity transmission infrastructure

National Grid owns and maintains the highvoltage electricity transmission network in England and Wales (Scotland has its own networks). It's responsible for balancing supply with demand on a minute-by-minute basis across the network.

Overhead lines

Overhead lines consist of two main parts – pylons (also called towers) and conductors (or wires). Pylons are typically steel lattice structures mounted on concrete foundations. A pylon's design can vary due to factors such as voltage, conductor type and the strength of structure required.

Conductors, which are the 'live' part of the overhead line, hang from pylons on insulators. Conductors come in several different designs depending on the amount of power that is transmitted on the circuit.

In addition to the two main components, some Overhead Line Routes carry a Fibre Optic cable between the towers with an final underground connection to the Substations.

In most cases, National Grid's overhead lines operate at 275kV or 400kV.

Underground cables

Underground cables are a growing feature of National Grid's network. They consist of a conducting core surrounded by layers of insulation and armour. Cables can be laid in the road, across open land or in tunnels. They operate at a range of voltages, up to 400kV.

Substations

Substations are found at points on the network where circuits come together or where a rise or fall in voltage is required. Transmission substations tend to be large facilities containing equipment such as power transformers, circuit breakers, reactors and capacitors. In addition Diesel generators and compressed air systems can be located there.

Part 2

Statutory requirements for working near high-voltage electricity

The legal framework that regulates electrical safety in the UK is The Electricity Safety, Quality and Continuity Regulations (ESQCR) 2002. This also details the minimum electrical safety clearances, which are used as a basis for the Energy Networks Association (ENA) TS 43-8. These standards have been agreed by CENELEC (European Committee for Electrotechnical Standardisation) and also form part of the British Standard BS EN 50341-1:2012 Overhead Electrical Lines exceeding AC 1kV. All electricity companies are bound by these rules, standards and technical specifications. They are required to uphold them by their operator's licence.

Electrical safety clearances

It is essential that a safe distance is kept between the exposed conductors and people and objects when working near National Grid's electrical assets. A person does not have to touch an exposed conductor to get a lifethreatening electric shock. At the voltages National Grid operates at, it is possible for electricity to jump up to several metres from an exposed conductor and kill or cause serious injury to anyone who is nearby. For this reason, there are several legal requirements and safety standards that must be met.

Any breach of legal safety clearances will be enforced in the courts. This can and has resulted in the removal of an infringement, which is normally at the cost of the developer or whoever caused it to be there. Breaching safety clearances, even temporarily, risks a serious incident that could cause serious injury or death.

National Grid will, on request, advise planning authorities, developers or third parties on any safety clearances and associated issues. We can supply detailed drawings of all our overhead line assets marked up with relevant safe areas.



Your Responsibilities - Overhead lines

Work which takes place near overhead power lines carries a significant risk of coming into proximity with the wires. If any person, object or material gets too close to the wires, electricity could 'flashover' and be conducted to earth, causing death or serious injury. You do not need to touch the wires for this to happen. The law requires that work is carried out in close proximity to live overhead power lines only when there is no alternative, and only when the risks are acceptable and can be properly controlled. Statutory clearances exist which must be maintained, as prescribed by the Electricity Safety, Quality and Continuity Regulations 2002.

Under the Health and Safety at Work etc. Act 1974 and Management of Health and Safety at Work Regulations 1999, you are responsible for preparing a suitable and sufficient risk assessment and safe systems of work, to ensure that risks are managed properly and the safety of your workforce and others is maintained. Your risk assessment must consider and manage all of the significant risks and put in place suitable precautions/controls in order to manage the work safely. You are also responsible for ensuring that the precautions identified are properly implemented and stay in place throughout the work.

Work near overhead power lines must always be conducted in accordance with GS6, 'avoiding danger from overhead power lines', and any legislation which is relevant to the work you are completing.

What National Grid will provide

National Grid can supply profile drawings in PDF and CAD format showing tower locations and relevant clearances to assist you in the risk assessment process.

What National Grid will not provide

National Grid will not approve safe systems of work or approve design proposals



Part 3

What National Grid will do for you and your development

Provision of information

National Grid should be notified during the planning stage of any works or developments taking place near our electrical assets, ideally a minimum notification period of 8 weeks to allow National Grid to provide the following services:

Drawings

National Grid will provide relevant drawings of overhead lines or underground cables to make sure the presence and location of our services are known. Once a third party or developer has contacted us, we will supply the drawings for free.

400kV

The maximum nominal voltage of the underground cables in National Grid's network

Risk or impact identification

National Grid can help identify any hazards or risks that the presence of our assets might bring to any works or developments. This includes both the risk to safety from high-voltage electricity and longer-term issues, such as induced currents, noise and maintenance access that may affect the outcome of the development. National Grid will not authorise specific working procedures, but we can provide advice on best practice.





Risks or hazards to be aware of

This section includes a brief description of some of the hazards and issues that a third party or developer might face when working or developing close to our electrical infrastructure.

Land and access

National Grid has land rights in place with landowners and occupiers, which cover our existing overhead lines and underground cable network. These agreements, together with legislation set out under the *Electricity Act 1989*, allow us to access our assets to maintain, repair and renew them. The agreements also lay down restrictions and covenants to protect the integrity of our assets and meet safety regulations. Anyone proposing a development close to our assets should carefully examine these agreements.

Our agreements often affect land both inside and outside the immediate vicinity of an asset. Rights will include the provision of access, along with restrictions that ban the development of land through building, changing levels, planting and other operations. Anyone looking to develop close to our assets must consult with National Grid first.

For further information, contact Asset Protection:

Email: assetprotection@nationalgrid.com Phone: 0800 001 4282

Electrical clearance from overhead lines

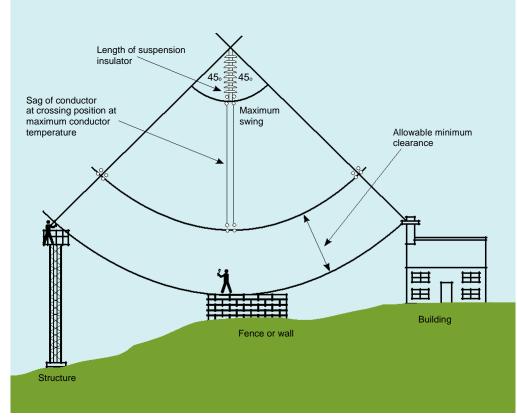
The clearance distances referred to in this section are specific to 400kV overhead lines. National Grid can advise on the distances required around different voltages i.e. 132kV and 275kV.

As we explained earlier, *Electrical Networks*Association TS 43-8 details the legal clearances to our overhead lines. The minimum clearance between the conductors of an overhead line and the ground is 7.3m at maximum sag. The sag is the vertical distance between the wire's highest and lowest point. Certain conditions, such as power flow, wind speed and air temperature can cause conductors to move and allowances should be made for this.

The required clearance from the point where a person can stand to the conductors is 5.3m. To be clear, this means there should be at least 5.3m from where someone could stand on any structure (i.e. mobile and construction equipment) to the conductors. Available clearances will be assessed by National Grid on an individual basis.

National Grid expects third parties to implement a safe system of work whenever they are near Overhead Lines.

Diagram not to scale



There should be at least 5.3m between the conductors and any structure someone could stand on

We recommend that guidance such as *HSE Guidance Note GS6 (Avoiding Danger from Overhead Power Lines)* is followed, which provides advice on how to avoid danger from all overhead lines, at all voltages. If you are carrying out work near overhead lines you must contact National Grid, who will provide the relevant profile drawings.

7.3m

The required minimum clearance between the conductors of an overhead line, at maximum sag, and the ground





The undergrounding of electricity cables at Ross-on-Wye

Underground cables Underground cables operating at up to 400kV are a significant part of the National Grid Electricity Transmission network. When your works will involve any ground disturbance it is expected that a safe system of work is put in place and that you follow guidance such as HSG 47 (Avoiding Danger from Underground Services).

You must contact National Grid to find out if there are any underground cables near your proposed works. If there are, we will provide cable profiles and location drawings and, if required, onsite supervision of the works. Cables can be laid under roads or across industrial or agricultural land. They can even be layed in canal towpaths and other areas that you would not expect.

Cables crossing any National Grid high-voltage (HV) cables directly buried in the ground are required to maintain a minimum seperation that will be determined by National Grid on a case-by-case basis. National Grid will need to do a rating study on the existing cable to work out if there are any adverse effects on either cable rating. We will only allow a cable to cross such an area once we know the results of the re-rating. As a result, the clearance distance may need to be increased or alternative methods of crossing found.

For other cables and services crossing the path of our HV cables, National Grid will need confirmation that published standards and clearances are met.

Impressed voltage

Any conducting materials installed near high-voltage equipment could be raised to an elevated voltage compared to the local earth, even when there is no direct contact with the high-voltage equipment. These impressed voltages are caused by inductive or capacitive coupling between the high-voltage equipment and nearby conducting materials and can occur at distances of several metres away from the

equipment. Impressed voltages may damage your equipment and could potentially injure people and animals, depending on their severity. Third parties should take impressed voltages into account during the early stages and initial design of any development, ensuring that all structures and equipment are adequately earthed at all times.



Earth potential rise

Under certain system fault conditions – and during lightning storms – a rise in the earth potential from the base of an overhead line tower or substation is possible. This is a rare phenomenon that occurs when large amounts of electricity enter the earth. This can pose a serious hazard to people or equipment that are close by.

We advise that developments and works are not carried out close to our tower bases, particularly during lightning storms.

Noise

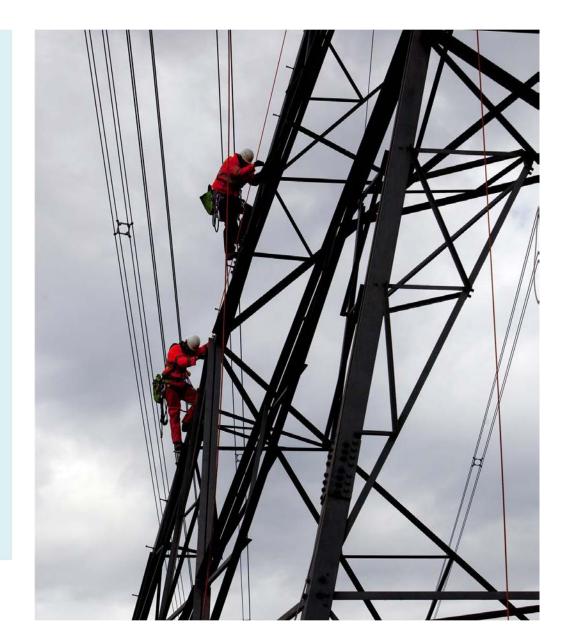
Noise is a by-product of National Grid's operations and is carefully assessed during the planning and construction of any of our equipment. Developers should consider the noise emitted from National Grid's sites or overhead lines when planning any developments, particularly housing. Low-frequency hum from substations can, in some circumstances, be heard up to 1km or more from the site, so it is essential that developers find adequate solutions for this in their design. Further information about likely noise levels can be provided by National Grid.

Maintenance access

National Grid needs to have safe access. for vehicles around its assets and work that restricts this will not be allowed. In terms of our overhead lines, we wouldn't want to see any excavations made, or permanent structures built, that might affect the foundations of our towers. The size of the foundations around a tower base depends on the type of tower that is built there. If you wish to carry out works within 30m of the tower base, contact National Grid for more information. Our business has to maintain access routes to tower bases with land owners. For that reason, a route wide enough for an HGV must be permanently available. We may need to access our sites, towers, conductors and underground cables at short notice.

30m

If you wish to carry out work within this distance of the tower base, you must contact National Grid for more information





Fires and firefighting

National Grid does not recommend that any type of flammable material is stored under overhead lines. Developers should be aware that in certain cases the local fire authority will not use water hoses to put out a fire if there are live, high-voltage conductors within 30m of the seat of the fire (as outlined in ENA TS 43-8).

In these situations, National Grid would have to be notified and reconfigure the system – to allow staff to switch out the overhead line – before any firefighting could take place. This could take several hours.

We recommend that any site which has a specific hazard relating to fire or flammable material should include National Grid's emergency contact details (found at the beginning and end of this document) in its fire plan information, so any incidents can be reported.

Developers should also make sure their insurance cover takes into account the challenge of putting out fires near our overhead lines.

Excavations, piling or tunnelling

You must inform National Grid of any works that have the potential to disturb the foundations of our substations or overhead line towers. This will have to be assessed by National Grid engineers before any work begins.

BS ISO 4866:2010 states that a minimum distance of 200m should be maintained when carrying out quarry blasting near our assets. However, this can be reduced with specific site surveys and changes to the maximum instantaneous charge (the amount of explosive detonated at a particular time).

All activities should observe guidance layed out in *BS 5228-2:2009*.

Microshocks

High-voltage overhead power lines produce an electric field. Any person or object inside this field that isn't earthed picks up an electrical charge. When two conducting objects – one that is grounded and one that isn't – touch, the charge can equalise and cause a small shock, known as a microshock. While they are not harmful, they can be disturbing for the person or animal that suffers the shock.

For these reasons, metal-framed and metalclad buildings which are close to existing overhead lines should be earthed to minimise the risk of microshocks. Anything that isn't earthed, is conductive and sits close to the lines is likely to pick up a charge. Items such as deer fences, metal palisade fencing, chain-link fences and metal gates underneath overhead lines all need to be earthed.

For further information on microshocks please visit **www.emfs.info.**





Specific development guidance

Wind farms

National Grid's policy towards wind farm development is closely connected to the Electricity Networks Association Engineering Recommendation L44 Separation between Wind Turbines and Overhead Lines, Principles of Good Practice. The advice is based on national guidelines and global research. It may be adjusted to suit specific local applications.

There are two main criteria in the document:

- (i)The turbine shall be far enough away to avoid the possibility of toppling onto the overhead line
- (ii) The turbine shall be far enough away to avoid damage to the overhead line from downward wake effects, also known as turbulence

The toppling distance is the minimum horizontal distance between the worst-case pivot point of the wind turbine and the conductors hanging in still air. It is the greater of:

- the tip height of the turbine plus 10%
- or, the tip height of the turbine plus the electrical safety distance that applies to the voltage of the overhead line.

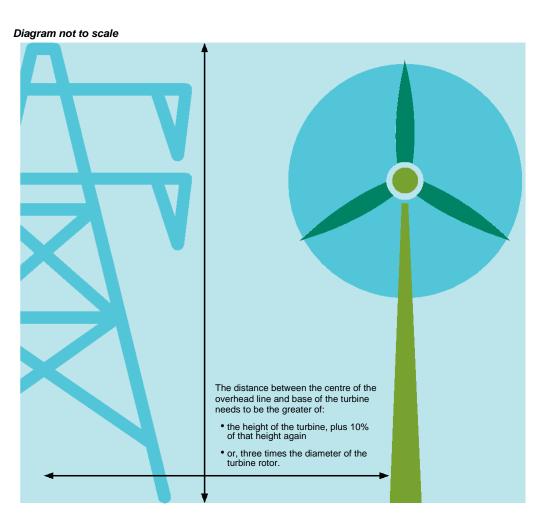
To minimise the downward wake effect on an overhead line, the wind turbine should be three times the rotor distance away from the centre of the overhead line.

Wake effects can prematurely age conductors and fittings, significantly reducing the life of the asset. For that reason, careful consideration should be taken if a wind turbine needs to be sited within the above limits. Agreement from National Grid will be required.

Commercial and housing developments

National Grid has developed a document called *Design guidelines for development near pylons and HVO power lines*, which gives advice to anyone involved in planning or designing large-scale developments that are crossed by, or close to, overhead lines.

The document focuses on existing 275kV and 400kV overhead lines on steel lattice towers, but can equally apply to 132kV and below. The document explains how to design large-scale developments close to high-voltage lines, while respecting clearances and the development's visual and environmental impact.



Turbines should be far enough away to avoid the possibility of toppling onto the overhead line



The advice is intended for developers, designers, landowners, local authorities and communities, but is not limited to those organisations.

Overall, developers should be aware of all the hazards and issues relating to the electrical equipment that we have discussed when designing new housing.

As we explored earlier, National Grid's assets have the potential to create noise. This can be low frequency and tonal, which makes it quite noticeable. It is the responsibility of developers to take this into account during the design stage and find an appropriate solution.

Solar farms

While there is limited research and recommendations available, there are several key factors to consider when designing Solar Farms in the vicinity of Overhead Power Lines.

Developers may be looking to build on arable land close to National Grid's assets. In keeping with the safety clearance limits that we outlined earlier for solar panels directly underneath overhead line conductors, the highest point on the solar panels must be no more than 5.3m from the lowest conductors.

This means that the maximum height of any structure will need to be determined to make sure safety clearance limits aren't breached. This could be as low as 2m. National Grid will supply profile drawings to aid the planning of solar farms and determine the maximum height of panels and equipment.

Solar panels that are directly underneath power lines risk being damaged on the rare occasion that a conductor or fitting falls to the ground. A more likely risk is ice falling from conductors or towers in winter and damaging solar panels.

There is also a risk of damage during adverse weather conditions, such as lightning storms, and system faults. As all our towers are earthed, a weather event such as lightning can cause a rise in the earth potential around

the base of a tower. Solar panel support structures and supply cables should be adequately earthed and bonded together to minimise the effects of this temporary rise in earth potential.

Any metallic fencing that is located under an overhead line will pick up an electrical charge. For this reason, it will need to be adequately earthed to minimise microshocks to the public.

For normal, routine maintenance and in an emergency National Grid requires unrestricted access to its assets. So if a tower is enclosed in a solar farm compound, we will need full access for our vehicles,

Diagram not to scale There are several factors to consider when positioning solar farms near National Grid assets Underground The highest point on the solar panels cables under must be a minimum or near of 5.3m from the overhead lines lowest conductors may be subject vork area to impressed voltage

HGV access corridor

Including access through any compound gates.

During maintenance – and especially re-conductoring

– National Grid would need enough space
near our towers for winches and cable
drums. If enough space is not available, we
would require solar panels to be temporarily
removed.



Asset protection agreements

In some cases, where there is a risk that development will impact on National Grid's assets, we will insist on an asset protection agreement being put in place. The cost of this will be the responsibility of the developer or third party.

Contact details

Emergency situations

If you spot a potential hazard on or near an overhead electricity line, do not approach it, even at ground level. Keep as far away as possible and follow the six steps below:

- Warn anyone close by to evacuate the area
- Call our 24-hour electricity emergency number: 0800 404 090 (Option 1)¹
- Give your name and contact phone number
- · Explain the nature of the issue or hazard
- Give as much information as possible so we can identify Monday to Friday 08:00-16:00 the location – i.e. the name of the town or village, numbers of nearby roads, postcode and (ONLY if it can be observed without putting you or others in danger) the tower number of an adjacent pylon
- Await further contact from a National Grid engineer

Routine enquiries

Email:

assetprotection@nationalgrid.com

Call Asset Protection on: 0800 0014282

Opening hours:

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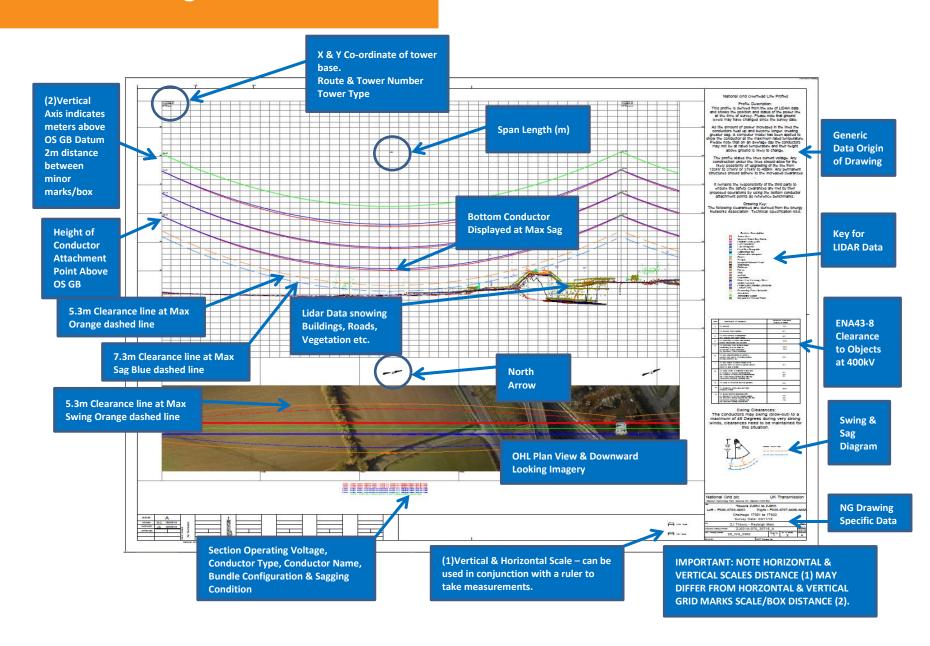
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¹ It is critically important that you don't use this phone number for any other purpose. If you need to contact National Grid for another reason please use our Contact Centre at www2.nationalgrid.com/contact-us to find the appropriate information or call 0800 0014282.

14 APPENDIX A



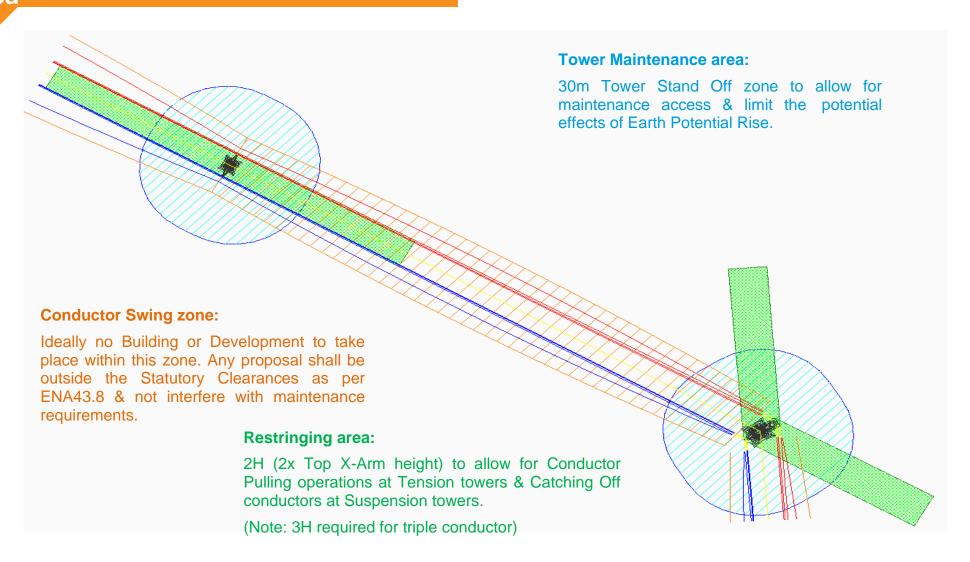
OHL Profile Drawing Guide



15 APPENDIX B



OHL Tower Stand Off & Reconductoring Area



From:

To: Humber Carbon Capture Pipeline

Cc:
Subject: EN0710003- Humber Carbon Capture Pipeline, Environmental Statement (ES) and the scoping

Date: 30 January 2025 16:18:10

Dear Hannah Terry

Thankyou for consulting National Highways for our written opinion as to the scope, and level of detail, of the information to be provided in the ES relating to the proposed development, National Highways' principal interest is in safeguarding the and M62, A180 and the M18, as such we would request that the following is addressed in the ES.

We have reviewed the Environmental Impact Assessment [EIA] Scoping Report [the Report] prepared in relation to the proposed development [ref: EN0710003] for an 'underground, onshore pipeline (with associated above ground facilities required for operation and maintenance) that aims to transport carbon dioxide produced by industrial projects and power generating facilities in the Humber region to secure offshore storage under the North Sea' and would offer the following comments. Signage

The Applicant mentions that pipeline marker posts will be installed at field boundaries and/ or adjacent to roads, watercourses or other crossings to ensure they are clearly visible and minimise disruption to land uses.

National Highways would note that, if any signage is proposed on the SRN this should be agreed in principle with the relevant National Highways team and in detail in advance of works commencing. Additionally, we note that any works on the SRN, including temporary signage, must undergo a safety audit and risk assessment. Furthermore, these works may also require a Section 278 Agreement (S.278). A S.278 agreement under the Highways Act 1980 allows a developer to carry out works on a public highway. Such agreements ensure that the works comply with highway authority standards and do not impose undue burdens on the highway network, hence:

• Compliance with Safety and Regulatory Standards

Any works proposed under the S.278 agreement must adhere to National Highways' design and construction standards to ensure road safety and network integrity.

This includes compliance with the Design Manual for Roads and Bridges [DMRB] and relevant Traffic Signs Regulations and General Directions [SRGD].

• Avoiding Encroachment onto National Highways Land

The Project should be designed so that no construction activities require access to or occupation of National Highways land unless expressly agreed.

This requires careful planning of drainage, earthworks, signage, and access arrangements to prevent any encroachment.

Maintenance Liabilities for National Highways

Any new infrastructure (e.g., junctions, access roads) should be designed and executed in a way that does not impose future maintenance responsibilities on National Highways.

If the project requires modifications to existing highway assets, responsibility for ongoing maintenance must be clearly defined within the S.278 agreement.

National Highways will typically seek a commuted sum if new assets are transferred into their maintenance responsibility.

Rights of Access Considerations

If the project involves access roads or connections to the SRN, a separate Highways Act agreement (such as a Section 38 agreement) may be required.

Care must be taken to avoid any interference with existing rights of way, access points, or safety zones.

SRN Crossings

The Applicant proposes two trenchless crossings over the M62, one over the M18, and a fourth one over the A180.

National Highways would stipulate that the Applicant must submit geotechnical documentation for the trenchless crossings to us, ensuring compliance with the DMRB's CD 622: Managing Geotechnical Risk

National Highway's would stipulate that directional drilling be used under the Strategic Road Network, as opposed to open-cut trenching. This is to avoid the closure of the carriageway and the potential for future maintenance liabilities. Hence, a construction methodology statement should be provided for review.

In respect of Directional Drilling on the M180, we would refer to CD 622 which defines the technical approval and certification procedures. Furthermore, CD 622 describes the suite of geotechnical reports that are required to demonstrate that the geotechnical risk on a project is being managed. Typically, we would expect that a Statement of Intent and a Preliminary Sources Study Report be combined, similarly the Ground Investigation Report and a Geotechnical Design Report can be combined.

Once the directional drill is completed, a Geotechnical Feedback Report must be completed to include plans coordinated to National Grid of the depth and the position of the drill shot, and the launch and receiving pits.

National Highways will expect that the Designer's Geotechnical Advisor [DGA] will take overall responsibility for ensuring that the geotechnical risk is managed. Hence, in accordance with CD 622, the DGA shall be a Chartered through the Institute of Civil Engineers (ICE), IoM3 or GSL, or equivalent, and will have at least ten years relevant post-chartership experience in ground engineering and infrastructure works (or a relevant Master's degree and eight years' experience). National Highways will require that a curriculum vitae (CV) for the engaged DGA be submitted for review prior to commencing any design works.

In order to proceed, the applicant will need to obtain approval from National Highways regarding the proposed 'Geotechnical Design Report'. Once the applicant has their geotechnical certificate, National Highways will require a copy of this and the report prior to National Highways providing its consent to proceed.

In terms of undertaking the works, if the proposed reception pits are set away from the highway, and no traffic management is required, there will be no requirement for the completion of a NOMS (road space booking). However, subject to S.278, if work is proposed immediately adjacent to the highway, the Applicant will be required to submit a NOMS request and advise National Highways of the Traffic Management Plan.

Once the works are complete, National Highways will require a copy of the final 'as built' report so it can be added to their combined services report.

Construction Traffic Management Plan

The Applicant states that an Outline Construction Traffic Management Plan [CTMP] will be submitted. We welcome the submission of a CTMP and we would recommend that it includes:

- Length of construction period;
- A dust management plan;
- A noise management plan;
- Pollution prevention measures;
- Staffing numbers;
- Peak trip generation (including types of vehicles);
- Contractor parking;
- Any potential need to limit light intrusion on the SRN at the relevant locations;
- Construction traffic routes; and
- Access routes, including consideration of abnormal loads and details of proposed signage, implementation and enforcement.

The CTMP must be provided to National Highways for review and agreement in writing prior to the commencement of construction. Construction will then be expected to proceed in accordance with the approved CTMP.

Operation and Maintenance

The Applicant states that the Development Consent Order (DCO) will seek to protect the pipeline by restrictions placed on the land over and immediately around it, in a corridor along the pipeline alignment with an anticipated width of up to 24.4 m. We would request that the Applicant provide more information to National Highways in this regard.

Decommissioning

We welcome the confirmation that a Requirement of the DCO will secure the provision of a Decommissioning Environmental Management Plan [DEMP]. Further, we would also recommend that a Requirement is imposed to secure the provision of a Decommissioning Traffic Management Plan [DTMP]. We would recommend the following wording:

"Unless otherwise agreed in writing by the Planning Inspectorate in consultation with National Highways (or its successors) decommissioning of the development hereby approved shall not commence unless and until a Decommissioning Traffic Management Plan has been submitted to and approved in writing by the Planning Inspectorate in consultation with National Highways (or its successors). Thereafter unless otherwise approved in writing decommissioning shall be undertaken in accordance with the approved plan."

Environmental Impact Assessment

National Highways would note that the Environmental Impact Assessment [EIA] should be developed in accordance with Circular 01/2022 and the National Highways guidance document 'Planning for the Future - A guide to working with National Highways on planning matters' [October 2023]. In particular we note that Planning for the Future states that:

"Development promoters will need to provide sufficient environmental information to satisfy the relevant local planning authority, and any other consenting authorities, that all environmental implications of the proposals have been appropriately considered."

We also note that paragraph 46 of the same document states that:

"We will expect to see measures implemented that fully mitigate all environmental impacts arising from and relating to the interaction between developments and the SRN. There are four aspects to this:

- The environmental impacts arising from the temporary construction works;
- The environmental impacts of the permanent transport solution associated with the development;
- The environmental impacts of the road network upon the development itself (for example, vehicle emissions), and
- The environmental impacts of any decommissioning phase.

<u>Policy</u>

National Highways would highlight that the National Planning Policy Framework [NPPF] was revised in December 2024 and the Applicant must refer to this amended version.

We further note that the Applicant should consider DfT's Circular 01/2022 'Strategic Road network and the delivery of sustainable development'.

Collision Data

The Applicant intends to obtain three-year injury collision data and undertake a review of Stats 19 data to identify any collision cluster sites and to understand causation factors. Nonetheless, National Highways would request that the analysis of collisions cover a five-year period, excluding 2020 and 2021 due to the impacts of the COVID-19 pandemic and associated national lockdown restrictions.

Cumulative Impact Assessment

National Highways would highlight that in accordance with Planning Practice Guidance, the committed development should include development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years.

Network and Junction Modelling

The Applicant states that the need for network modelling of the proposed construction route to assess the impact of the Project will be agreed with National Highways and the local highway authorities.

We welcome the above approach. We recommend that the Applicant refers to the following guidance:

- National Planning Policy Framework (Ministry of Housing, Communities and Local Government, 2024);
- National Highways' guidance document 'Planning for The Future' (October 2023); and
- The Department for Transport's Circular 01/2022.

In particular, we would refer the Applicant to 'Planning for the Future', which states that National Highways will look at planning applications assessed as being 'severe' on a case-by-case basis. This will consider the performance and character of the relevant section of the SRN and the predicted

effects of the development on its safe operation.

Further, the Applicant should note that the 2007 DfT guidance that describes a '30- vehicle threshold for discussions' does not, for National Highways, justify junction capacity assessments not being undertaken.

Potential Constraints and Restrictions

The Applicant anticipates approximately 12 abnormal loads that may be required to deliver the main assets to be contained at the Pump Facility and intends to agree further details with National Highways and the relevant local highway authorities.

We would suggest that, if an abnormal load is required, and depending on the load being moved and the route, advance warning may be required by:

- The Police;
- Highway authorities; and
- Bridge and structure owners such as Network Rail.

The Electronic Service Delivery for Abnormal Loads (ESDAL) system can be used for route plotting. ESDAL will also:

- Notify the Police, highways, and bridge authorities;
- Provide advance notice of any possible route problems; and
- Save vehicle details and routes for future use.

If ESDAL is not used, an abnormal loads movement application form will need to be completed.

Sufficient time must also be allowed in order to get the necessary clearances from the police, highway, and bridge authorities. For example, a Special-Order application must be completed 10 weeks before the scheduled date of the move.

Design, Mitigation and Enhancement Measures

The Applicant intends that the CTMP and a Construction Staff Travel Plan (CSTP) be secured through a requirement in the DCO.

With regards to the preparation of the CSTP, National Highways would refer to the following paragraphs from Circular 01/2022:

44. Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator. Advice on preparing and monitoring travel plans is contained in the planning practice guidance.

Potential Significant Effects

Construction

The Applicant states that the volume of construction traffic is currently unknown, however the potential effects on receptors will be included in the assessment of construction traffic where the flows generated by the Project increase baseline traffic and HGV flows by 30% or 10% in specifically sensitive or non-sensitive areas respectively in accordance with the IEMA Guidelines (Ref 15.22).

We would recommend that the Applicant also presents an analysis of traffic generation for review.

We would also remind the Applicant that the traffic generation, assignment and distribution during the construction phase of the Project and for the standard peak hours must also be set out in detail in the CTMP.

Operation

The Applicant highlights that, during normal operation of the Project the only traffic generated would be associated with infrequent repair and routine maintenance / inspection activities a few times a year and a small number of operational staff at the Pumping Facility, hence, the vehicular movements are

not anticipated to have a material effect on the transport network. Accordingly, the operational phase has been scoped out from further assessments.

National Highways would agree that the nature of the proposed development means that it is unlikely to generate a significant amount of traffic once fully operational. Although a more specific estimate of operational traffic would typically be required, given the nature of the proposals, no further evidence is required for the operational stage.

However, we emphasise that if any repair, routine maintenance, or inspection activities are planned in areas of the SRN, National Highways must be consulted and authorised in advance.

Water Resources, Flood Risk and Land Drainage

The Applicant has considered the impact of the Project on the surface water environment, specifically watercourses, land drains and waterbodies.

We would highlight that, due to the proximity to the SRN, the Project raises potential issues with regards to the National Highways assets, as changes to surface levels during construction/repair/decommissioning work could impact on site drainage etc. could impact the SRN.

Equally the stability of any changes in level will be an important matter to be demonstrated. Hence, this potential should be specifically addressed by the Applicant.

In terms of drainage, it must be demonstrated that no surface water runoff will drain to National Highways land or assets, and that there will be no connections made to National Highways drainage systems, even if one currently exists.

We would add that no element of the Project should require staff or materials to use National Highways land or assets, nor should it lead to maintenance liabilities for National Highways.

Landscape and Visual

The Report highlights that consideration of the effects resulting from the Project's proposed lighting scheme upon landscape and visual receptors during construction, operation and decommissioning will be undertaken.

National Highways would state that, where any construction/decommissioning facilities will be visible from the SRN, the Applicant must provide an appropriate assessment of the visual impact they might have on driver perception and amenity, and consequently on the safe operation of the SRN.

Please do not hesitate to contact me if you have any gueries.

Many thank Becky

Becky Garrett, Planning & Development National Highways | 2 City Walk | Leeds | LS11 9AR

Web: www.nationalhighways.co.uk

Please note I work Monday to Thursday

Please note upcoming leave 28th -31st October

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Date: 23 January 2025

Our ref: 497664 Your ref: EN0710003

Planning Inspectorate humberccpipeline@planning inspectorate.gov.uk

BY EMAIL ONLY



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Dear Sir/Madam

Environmental Impact Assessment Scoping Consultation under Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulation 11

Proposal: Humber Carbon Capture Pipeline.

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 03 January 2025.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities, based on relevant and up to date environmental information, should be undertaken prior to an application for a Development Consent Order (DCO). Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

For any new consultations, or to provide further information on this consultation please send your correspondence to consultations@naturalengland.org.uk.

Yours sincerely

Louis Jones

Terrestrial Sustainable Development

Yorkshire and Northern Lincolnshire Area Team

Annex A – Natural England's Advice on EIA Scoping

1. General principles

Regulation 11 of the Infrastructure Planning Regulations 2017 - (The EIA Regulations) sets out the information that should be included in an ES to assess impacts on the natural environment. This includes:

- A description of the development including physical characteristics and the full land use requirements of the site during construction and operational phases
- Appropriately scaled and referenced plans which clearly show the information and features associated with the development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects and matters requested to be scoped out of further assessment with adequate justification provided¹.
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment –
 this should cover direct effects but also any indirect, secondary, cumulative, short,
 medium, and long term, permanent and temporary, positive, and negative effects.
 Effects should relate to the existence of the development, the use of natural
 resources (in particular land, soil, water and biodiversity) and the emissions from
 pollutants. This should also include a description of the forecasting methods to
 predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- An outline of the structure of the proposed ES

2. Cumulative and in-combination effects

The ES should fully consider the implications of the whole development proposal. This should include an assessment of all supporting infrastructure.

Please consider the following and whether we are aware of other projects we think do need to be considered.

An impact assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

- a. existing completed projects
- b. approved but uncompleted projects

¹ National Infrastructure Planning <u>Advice Note Seven, Environmental Impact Assessment, Process, Preliminary Environmental Information and Environmental Statements</u> (see Insert 2 – information to be provided with a scoping request)

- c. ongoing activities
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

The Planning Inspectorate uses a four staged approach to Cumulative Effects Assessment (CEA) with the applicant required to fill in templates 4 Stage CEA Process.

3. Environmental data

Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at http://www.naturalengland.org.uk/publications/data/default.aspx.

Detailed information on the natural environment is available at www.magic.gov.uk. This includes Marine Conservation Zone GIS shapefiles.

Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the <u>Natural England Open Data Geoportal</u>.

Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local Wildlife Trust, local geo-conservation group or other recording society.

4. Biodiversity and geodiversity

The assessment will need to include potential impacts of the proposal upon sites and features of nature conservation interest as well as opportunities for nature recovery through biodiversity net gain (BNG). There might also be strategic approaches to take into account.

Ecological Impact Assessment (EcIA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EcIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. <u>Guidelines</u> and an <u>EcIA checklist</u> have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

5. International and European sites

The development site is within or may impact on the following **European/internationally** designated nature conservation site(s):

- Greater Wash SPA
- Humber Estuary SPA
- Humber Estuary SAC
- Humber Estuary Ramsar
- Lower Derwent Valley SPA
- Lower Derwent Valley SAC

- Lower Derwent Valley Ramsar
- River Derwent SAC
- Thorne and Hatfield Moors SPA

The ES should thoroughly assess the potential for the proposal to affect internationally designated sites of nature conservation importance / European sites, including marine sites where relevant. This includes Special Protection Areas (SPA), Special Areas of Conservation (SAC), listed Ramsar sites, candidate SAC and proposed SPA.

Article 6 (3) of the Habitats Directive requires an appropriate assessment where a plan or project is likely to have a significant effect upon a European Site, either individually or in combination with other plans or projects.

Natural England's Impact Risk Zones incorporate internationally designated sites and features and can be used to help identify the potential for the development to impact on a European Site. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

You can access this information through NE Maps.

Table 1: Potential risk to International designated sites: the development is within or may impact on the following European/Internationally designated site(s)	
Site name with link to conservation objective	Potential impact pathways where further information/assessment is required
Humber Estuary Special Protection	Potential impacts to functionally linked land
Area (SPA) European Site Conservation Objectives for Humber Estuary SPA Humber Estuary Ramsar Designated Sites View (naturalengland.org.uk)	The project's order limits cover a significant area, both within and adjacent to a number of Special Protection Areas. The ES/HRA should therefore consider both direct impacts to SPA species within the designated site boundary, and SPA species utilising areas outside of the site boundary which are functionally linked to the SPA. Through DAS engagement Natural England acknowledge that surveys are ongoing (methodology agreed August 2024) and advise that we will provide detailed advice once the full course has been completed.
Lower Derwent Valley SPA Designated Sites View Lower Derwent Valley Ramsar Designated Sites View	 Natural England advises the ES/HRA should consider: Disturbance impacts to SPA species within the designated site boundary. Acoustic disturbance from Horizontal Directional Drilling (HDD) should be a key consideration. Impacts due to temporary/permanent loss of functionally linked habitat for SPA bird species. Impacts due to changes in food availability within functionally linked habitat. This should be managed through suitable restoration. Disturbance impacts to functionally linked land adjacent to the project area due to disruption of open vistas, acoustic impacts, vibration, and artificial lighting, during construction

Table 1: Potential risk to International designated sites: the development is within or may impact on the following European/Internationally designated site(s)	
Site name with link to conservation objective	Potential impact pathways where further information/assessment is required
	We note that it is not stated that the Lower Derwent Valley SPA/Ramsar has been scoped in for impacts on SPA species. The ES/HRA should consider impacts on wintering/passage bird features of the Lower Derwent Valley SPA/Ramsar in the assessment of impacts on functionally linked land.
	The following SPA species of the LDV SPA are known to use functionally linked land:
	 Ruff, Philomachus pugnax (non-breeding) Teal, Anas crecca (non-breeding) Whimbrel, Numenius phaeopus (non-breeding) Wigeon, Anas Penelope (non-breeding) Greylag goose, Anser answer (non-breeding) Whooper swan, Cygnus cygnus (non-breeding) Golden plover, Pluvialis apricaria (non-breeding) Lapwing, Vanellus vanellus (non-breeding) Bewick's swan, Cygnus columbianus bewickii (non-breeding) We advise that the HRA should also consider these features. Based on the distance between the proposed development in relation to the Lower Derwent Valley SPA, we advise that impacts on breeding birds can be ruled out.
	Potential Impacts due to Noise and Visual Disturbance Where the development is located in close proximity to a European site boundary (within ~300m) the potential for noise and visual disturbance during the construction phase on the designated site should be assessed. In the first instance, consideration should be given to avoidance of work in these locations during the wintering and passage periods.
	Potential air quality impacts See section 12 below for further information on air quality impacts to designated sites with 200m of the proposed development site.
Greater Wash SPA <u>Designated Sites View</u>	Potential impacts to SPA qualifying species
	The ES should consider the potential for direct impacts (e.g., loss/damage to habitat during the landfall works/installation of the cofferdam) and/or indirect impacts (e.g., pollution events) during construction and decommissioning to Greater Wash SPA qualifying

	European/Internationally designated site(s)
Site name with link to conservation objective	Potential impact pathways where further information/assessment is required
	features. The ES should also consider land functionally linked land to the SPA.
	Operational impacts should also be considered, primarily in relation to lighting and noise impacts from the Pump Facility, which is in close proximity to the SPA. Based on the proximity of the project to the Easington little terns we advise that reference is made to the conservation advice (CA) packages for the Greater Wash SPA in the ES.
	Natural England have signposted the applicant toward the response(s) to the Northern Endurance Partnership application with regard to impacts to red throated diver and little terns.
Lower Derwent Valley SAC Designated Sites View Lower Derwent Valley Ramsar Designated Sites View	Potential impacts to SAC qualifying species
	The ES should consider direct and indirect impacts to Otter associated with Lower Derwent Valley SAC. We advise that the ES should consider the potential connectivity of water courses, suitability of habitats, and the distance that otter are likely to travel when assessing the direct and indirect impacts to the SAC.
	Natural England concur with the proposal to rule out direct effects on notified habitats of the SAC and Ramsar due to the distance between the proposal and the designated site, and there being no pollution pathways due to work occurring downstream of the designated site. We also concur with the proposal to rule out impacts on the 'wetland invertebrate assemblage' feature of the Ramsar site.
River Derwent SAC <u>Designated Sites View</u>	Potential impacts to SAC qualifying species
	The ES should consider direct and indirect impacts to migrating SAC fish species; river lamprey, sea lamprey, and bullhead. The River Derwent SAC is upstream of the order limits, though the scoping document acknowledges the possibility that pollution events which may occur during construction or decommissioning could incur indirect impacts on migratory SAC species.
	The ES should assess channels connected to the River Derwent which the proposed pipeline route will cross and assess whether these watercourses are part of the migration routes. If there is a connection, then aspects such as noise and vibration on the water course due to depth of the crossing, and the required stand-off

Site name with link to	Site name with link to Potential impact pathways where further		
conservation objective	information/assessment is required		
	distances for entry and exit points should be considered, along with the standard impacts of open cut crossings.		
	Natural England concur with the proposal to rule out direct effects on notified habitats of the SAC due to the distance between the proposal and the designated site, and there being no pollution pathways due to work occurring downstream of the designated site.		
Humber Estuary Special Area of	Potential impacts to SAC qualifying features		
Conservation (SAC) European Site Conservation Objectives for Humber Estuary SAC - UK00300170 (naturalengland.org.uk)	The ES should consider the potential for direct impacts (e.g., loss/damage to SAC features during the HDD works) and/or indirect impacts (e.g., pollution events) during construction and decommissioning to qualifying features.		
	The crossing of the Humber will involve working within, or within close proximity of the designated site. Natural England notes that 'the EIA will consider both tunnel and HDD trenchless methods for the River Humber crossing'. As the chosen methodology is not yet known, the specific impacts of this approach cannot yet be ascertained. The ES should consider the impacts of both methodologies on SAC features in full, with further specificity applied when the approach is finalised to fully ascertain the scope of the impacts.		
	Furthermore, the ES should clarify the statement 'The design of the pipeline in such locations will be in accordance with the appropriate approved codes and standards' once the methodology has been confirmed. Further information should be presented pertaining to which codes and standards will be followed.		
	Potential water quality impacts		
	The order limits includes a large number of drains/watercourses which the pipeline will need to cross, including the Humber Estuary SAC at two points. The ES should assess instances wherein the proposed development site is hydrologically connected to the Humber Estuary SAC, and consider possible impacts including, but not limited to; hydrological changes, pollution events, sedimentation.		
	For the impacts associated with HDD; for instance drilling fluid break-out, pollutant run off through surface water, and impacts from abstraction, should be considered within the ES.		
	The ES should consider potential sediment supply impacts which may arise from the installation a cofferdam to SAC habitats.		

Site name with link to conservation objective	Potential impact pathways where further information/assessment is required
	Potential impacts to SAC qualifying species The ES should consider direct (e.g., ground boring noise and vibration) and indirect impacts (e.g., pollution events) to river/sea lamprey, and harbour seal. Natural England advises that the River Hull is a river and sea lamprey migration route. We therefore advise that potential construction and operation impacts to lamprey migration routes should be assessed, including potential impacts resulting from noise and vibration and habitat loss/degradation. Potential air quality impacts See section 12 below for further information on air quality impacts to designated sites with 200m of the proposed development site. Potential impacts to functionally linked land Natural England considers that the proposed development has the potential to impact SPA bird species using functionally linked land associated with the Thorne and Hatfield Moors SPA. Thorne and Hatfield Moors SPA is designated for supporting more than 1% of Great Britain's population of breeding pairs of nightjar. On-going surveying of the nightjar populations on the SPA has revealed that feeding flights are not confined to the SPA, with the hinterland around the edge of the SPA being utilised extensively by feeding birds. Nightjar are known to forage up to 5km from Thorne and Hatfield Moors SPA, tagging studies have shown that the majority of habitat usage outside the designated site is within 3km. We highlight in particular the results from the 'LIFE+ - That's Life' Monitoring of European Nightjar 2015 – 2017' project that showed tagged nightjars foraging close to the proposed application site boundary. Natural England has also been involved in nightjar tagging studies in the area, which we can discuss upon request.
	The Conservation Objectives Supplementary Advice (COSA) for the Thorne and Hatfield Moors SPA details a number of targets which relate to "Supporting habitat (both within and outside the SPA)." We highlight that the COSA should be used to inform the ES/HRA, considering potential impacts on the SPA.

Table 1: Potential risk to International designated sites: the development is within or may impact on the following European/Internationally designated site(s)

impact on the following European/Internationally designated site(s)	
Site name with link to conservation objective	Potential impact pathways where further information/assessment is required
	 Potential loss of functionally linked feeding habitat for nightjar. Potential disturbance impacts to functionally linked land during construction and operation. Anticipated timings/lengths of works, as nightjar are present only in April to August inclusive, and they only forage at night. In particular, we recommend you obtain the following information to support the ES/HRA: Conduct a desk-based assessment - using aerial photography, mapping, habitat maps and relevant ecological literature – of the suitability for nightjar of the habitats present on the proposed site and adjacent fields. Nightjar foraging habitat can include hedgerows, scrub, grassland, ditches and ponds. We highlight that Policy 30(E) of the Doncaster Local Plan states: "in order to ensure development does not negatively impact on nightjar populations, proposals located within 3km of Thorne and Hatfield Moors Special Protection Area, that impact habitats that nightjars may use for feeding on, will only be supported where they deliver a net gain in nightjar foraging habitat."

6. Nationally designated sites

Sites of Special Scientific Interest

Sites of Special Scientific Interest are protected under the Wildlife and Countryside Act 1981 (as amended). Further information on the SSSI and its special interest features can be found at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the <u>Natural England Open Data Geoportal</u>.

The development site is within or may impact on the following Site of Special Scientific Interest:

- North Killingholme Haven Pits SSSI
- Dimlington Cliff SSSI.
- Eastoft Meadow SSSI.

- · Eskamhorn Meadows SSSI.
- South Ferriby Chalk Pit SSSI.
- The Lagoons SSSI
- Humber Estuary SSSI.
- River Derwent SSSI.
- Thorne, Crowle and Goole Moors SSSI.

The ES should include a full assessment of the direct and indirect effects of the development on the features of special interest within the listed SSSIs and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects.

Table 2: Potential risks to nationally designated sites: the development is within or may impact on the following sites	
Site name with link to citation	Potential impact pathways where further information/assessment is required
North Killingholme Haven Pits SSSI	Within draft Order Limits. 'Figure 3.1 - HCCP Key Features of The Project' shows North Killingholme Haven Pits SSSI within the search area for a temporary construction compound. The ES should examine the potential for indirect and direct impacts such as damage to habitat, and pollution run off onto the notified features and supporting habitats of the SSSI, if the temporary compound is situated within or adjacent to the proposed boundary. See section 12 below for further information on air quality impacts to designated sites with 200m of the proposed development site.
	The SSSI is also an underpinning site for the Humber Estuary SPA, notified for black tailed godwit and waterbird assemblage features. Potential noise and visual impacts on the birds due to the presence of the construction compound should be considered if it is located in close proximity to the SSSI.
Dimlington Cliff SSSI	Within draft Order Limits boundary. The ES should examine the possibility of indirect and direct impacts such as damage and pollution during landfall works. A number of methods are proposed for how the pipeline will pass beneath Dimlington Cliffs SSSI. The ES should assess each of these methods with a view to establishing if damage could occur to the site's geological features due to vibration or direct damage from machinery. Natural England would welcome engagement through our DAS on this topic.
Eastoft Meadows SSSI	Within 300m of draft Order Limits. The ES should examine the possibility of indirect impacts such as water pollution impacts during construction if there is a hydrological connection between the development site and the SSSI. Where there is potential for traffic movements within 200m of the SSSI, please see section 12 below for further information.
Eskamhorn Meadows SSSI	Partly immediately adjacent to draft Order Limits. The ES should examine the possibility of indirect and direct impacts such as habitat loss/damage and pollution impacts during construction. See section 12 below for further information on air quality impacts to designated sites with 200m of the proposed development site.

Table 2: Potential risks to nationally designated sites: the development is within or may impact on the following sites	
Site name with link to citation	Potential impact pathways where further information/assessment is required
South Ferriby Chalk Pit SSSI	Immediately adjacent to draft Order Limits. The ES should examine the possibility of indirect and direct impacts such as habitat loss/damage and pollution impact during construction.
The Lagoons SSSI	1.8km from draft Order limits. The ES should examine the possibility of indirect impacts to habitats and species from potential pollution impacts during construction.
Humber Estuary SSSI	Advice broadly coincides with that set out in section 5 for the corresponding European sites, Humber Estuary SPA/SAC. Potential for impacts to features which are not part of a European designation should also be assessed separately within the ES.
River Derwent SSSI	Advice broadly coincides with that set out in section 5 for the corresponding European site, River Derwent SAC. Potential for impacts to features which are not part of a European designation should also be assessed separately within the ES
Thorne, Crowle and Goole Moors SSSI	Advice broadly coincides with that set out in section 5 for the corresponding European site, Thorne and Hatfield Moors SPA

7. Protected species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017 is explained in Part IV and Annex A of Government Circular 06/2005 <u>Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System.</u> Natural England acknowledge the changes to protected species survey methodology highlighted in DAS conversations with Arcadis.

Natural England are pleased to see that Badgers have now been scoped into the 'Field Survey and Assessments for Ecology and Biodiversity', although the survey area is unclear. In certain circumstances it may be appropriate to survey outside of the red line boundary and this should be taken into consideration within the survey design.

Regarding water voles, the applicant should ensure a suitable buffer up and down stream is incorporated into the survey design as per 'Box 1 Survey design' within the <u>Water Vole Mitigation Handbook.</u>

Regarding reptiles, the applicant should refer to Natural England's standing advice.

Applicants should check to see if a mitigation licence is required using Natural England guidance on licensing Natural England wildlife licences. Applicants can also make use of Natural England's charged service Pre Submission Screening Service for a review of a draft wildlife licence application. Natural England then reviews a full draft licence application to issue a Letter of No Impediment (LONI) which explains that based on the information

reviewed to date, that it sees no impediment to a licence being granted in the future should the DCO be issued. This is done to give the Planning Inspectorate confidence to make a recommendation to the relevant Secretary of State in granting a DCO. See Advice Note Eleven, Annex C - Natural England and the Planning Inspectorate | National Infrastructure Planning for details of the LONI process.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted <u>standing advice</u> for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

8. District Level Licensing for great crested newts

Natural England are aware that Arcadis are applying to use the District Level Licensing (DLL) scheme for great crested newts (GCN). We advise that if the applicant is intending to use DLL they need to make contact with NE as early as possible in their scheme design to understand the associated costs and discuss if NE have sufficient capacity to meet the needs of the project.

Where strategic approaches such as DLL for GCN are used, a Letter of No Impediment (LONI) will not be required. Instead, the developer will need to provide evidence to the Examining Authority (ExA) on how and where this approach has been used in relation to the proposal, which must include a counter-signed Impact Assessment and Conservation Payment Certificate (IACPC) from Natural England, or a similar approval from an alternative DLL provider.

The DLL approach is underpinned by a strategic area assessment which includes the identification of risk zones, strategic opportunity area maps and a mechanism to ensure adequate compensation is provided regardless of the level of impact. In addition, Natural England (or an alternative DLL provider) will undertake an impact assessment, the outcome of which will be documented in the IACPC (or equivalent).

If no GCN surveys have been undertaken, Natural England's risk zone modelling may be relied upon. During the impact assessment, Natural England will inform the applicant whether their scheme is within one of the amber risk zones and therefore whether the Proposed Development is likely to have a significant effect on GCN. The IACPC will also provide additional detail including information on the Proposed Development's impact on GCN and the appropriate compensation required.

By demonstrating that the <u>DLL scheme for GCN</u> will be used, consideration of GCN in the ES can be restricted to cross-referring to the Natural England (or alternative provider) IACPC

as a justification as to why significant effects on GCN populations as a result of the Proposed Development would be avoided.

9. Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The ES should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species
- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

10. Ancient Woodland, ancient and veteran trees

The ES should assess the impacts of the proposal on any ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Ancient woodland and ancient and veteran trees are irreplaceable habitats of great importance for its wildlife, its history, and the contribution it makes to our diverse landscapes. Paragraph 180 of the NPPF sets out the highest level of protection for irreplaceable habitats and development should be refused unless there are wholly exceptional reasons, and a suitable compensation strategy exists.

Natural England maintains the <u>Ancient Woodland Inventory</u> which can help identify ancient woodland. The <u>wood pasture and parkland inventory</u> sets out information on wood pasture and parkland.

The ancient tree inventory provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared <u>standing advice</u> on ancient woodland, ancient and veteran trees.

11. Biodiversity net gain

The Environment Act 2021 includes NSIPs in the requirement for BNG, with the biodiversity gain objective for NSIPs defined as at least a 10% increase in the pre-development biodiversity value of the on-site habitat. Natural England welcomes the applicant's commitment to deliver 10% BNG.

It is the intention that BNG should apply to all terrestrial NSIPs accepted for examination from November 2025. This includes the intertidal zone but excludes the subtidal zone (an approach to marine net gain is being developed but this will not form part of mandatory BNG). Projects that span both offshore and onshore will be subject to BNG requirements for the onshore components only. Some organisations have made public BNG commitments, and some projects are already delivering BNG on a voluntary basis.

12. Connecting people with nature

The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 100 and there will be reference in the relevant National Policy Statement. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

13. Soils and agricultural land quality

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered. Further guidance is set out in the Natural England <u>Guide to assessing</u> development proposals on agricultural land.

The following issues should be considered and, where appropriate, included as part of the ES:

- The degree to which soils would be disturbed or damaged as part of the development.
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any BMV agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see

www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a
 detailed level, e.g. one auger boring per hectare, (or more detailed for a small site)
 supported by pits dug in each main soil type to confirm the physical characteristics of
 the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable
 soil handling methods and appropriate reuse of the soil resource where required (e.g.
 agricultural reinstatement, habitat creation, landscaping, allotments and public open
 space).
- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

Further information is available in the <u>Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites</u> and The British Society of Soil Science Guidance Note <u>Benefitting from Soil Management in Development and Construction</u>.

14. Air quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg)^[1]. A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NOx and SO₂ against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts of air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

Natural England has produced guidance for public bodies to help assess the impacts of road traffic emissions to air quality capable of affecting European Sites. NEA001
under the Habitats Regulations - NEA001

Information on air pollution modelling, screening and assessment can be found on the

^[1] Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK

following websites:

- SCAIL Combustion and SCAIL Agriculture http://www.scail.ceh.ac.uk/
- Ammonia assessment for agricultural development
 https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit
- Environment Agency Screening Tool for industrial emissions
 https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) England http://www.airqualityengland.co.uk/lagm

Designated sites within 200m of a road which will experience a significant increase in traffic movements should be assessed for impacts due to air pollution from traffic. When undertaking an assessment of the potential impacts during the construction phase of the development there will need to be clarification provided on which roads will be used to access the development site, and the number of predicted vehicle movements. Natural England has produced <u>guidance</u> for assessing the impacts of air pollution due to traffic.

Ammonia emissions from road traffic could make a significant difference to nitrogen deposition close to roads. As traffic composition transitions toward more petrol and electric cars (i.e., fewer diesel cars on the road) – catalytic converters may aid in reducing NOx emissions but result in increased ammonia emissions – therefore consideration of the potential for impacts is needed (see https://www.aqconsultants.co.uk/news/february-2020-(1)/ammonia-emissions-from-roads-for-assessing-impacts).

There are currently two models which can be used to calculate the ammonia concentration and contribution to total N deposition from road sources. One of these models is publicly available and called CREAM (<u>Air Quality Consultants - News - Ammonia Emissions from Roads for Assessing Impacts on Nitrogen-Sensitive Habitats (aqconsultants.co.uk)</u>, and there is another produced by National Highways.

Potential impacts which may arise due dust and other pollution incidents during construction should also be considered. Designated sites within 200m of a dust source should be screened in for impacts. Suitable mitigation for these impacts could be outlined within a Construction Environmental Management Plan (CEMP).

15. Water quality

NSIPs can occur in areas where strategic solutions are being determined for water pollution issues and they may not have been factored into the local planning system as they are delivered through National Policy Statements.

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. The ES needs to take account of any strategic solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels.

16. Climate change

The England Biodiversity Strategy published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' (NPPF Para 174), which should be demonstrated through the ES.

From: To: Subject: Date: Attachments:



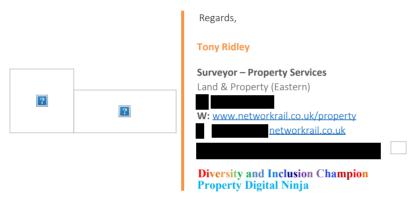
OFFICIAL

Dear Sir/Madam,

Thank you for your letter providing Network Rail the opportunity to comment on your Scoping Opinion.

In reference to the protection of the railway, the Environmental Statement (ES) should consider any impact of the scheme upon the railway infrastructure and operational railway safety. In particular, if deemed relevant for operational railway safety, the ES should include a Glint and Glare Study assessing the impact of the scheme upon train drivers (including, distraction from glare and potential for conflict with railway signals). The ES should also include a Transport Assessment to identify any HGV traffic/haulage routes associated with the construction and operation of the developer's site that may utilise railway assets, such as bridges and level crossings, during the construction and operation phases of the development.

Please note that if the intention is to install cabling under, through and/or above railway land, the developer will be require an easement from Network Rail, and in turn, we would recommend that the developer engage with us early in the planning of their scheme to discuss and agree this particular element of the proposal.



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From:
To: Humber Carbon Capture Pipeline

Cc:

Subject: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Consultation Response (NELC)

Date: 31 January 2025 12:15:27

Attachments: <u>image002.ipg</u>

Dear Hannah.

Many thanks for giving North East Lincolnshire Council (NELC) the opportunity to comment on the scoping opinion submitted.

The following comments are as a result of consultations with various departments within the Council. Please note the applicant has been copied into this email.

In the opinion of NELC the scoping opinion submitted represents a through consideration of the potential receptors and issues which need to be assessed as part of the EIA. Nonetheless it wishes the following additional points to those already stated to be considered as part of any EIA document.

Cultural Heritage (Section 11)

The scoping report has set out an appropriate initial stage of assessment but should also need to fulfil the additional aims set out below.

- The information in the heritage assessment/EIA needs to provide sufficient evidence to understand the impact of the proposal on the significance of any heritage assets and their settings, sufficient to meet the requirements of paragraph 200 of the NPPF.
- The EIA should contain a full archaeological evaluation report which explores in the first-place non-intrusive evaluation of the site, and, if this suggests that further information is required, we expect intrusive evaluation in the form of trial trenching to further inform the heritage impact statement as to presence/absence/ location, depth, survival and significance of any remains. This should inform a suitable mitigation strategy for the impact.
- In addition to the underground remains we would expect a report on the potential impact on the historic landscape. North East Lincolnshire has had a Historic Landscape Characterisation undertaken and this should be consulted.
- Regarding setting issues, potential impacts on the settings and significance of
 designated and non-designated heritage assets which would experience visual change
 should be evidenced using accurate visual representations. Viewpoints, including views of,
 from, and across heritage asset receptors as well as general intervisibility, all have historic
 context and need to be assessed properly to determine the contribution of the setting of
 the heritage asset and the potential impact upon it by development or proposed mitigation
 measures.

Highways (Section 15)

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- The Highway Authority will need a comprehensive Transport Assessment with both construction and operational numbers considered within the document.
- Should the applicant wish to scope the Transport Assessment with NELC's Highway Authority, this would be welcomed.

Water Resources, Flood Risk and Land Drainage Environment (Section 17)

The Lead Flood Authority has stated that whilst it appears that all the relevant documentation is being prepared for the submission already, for clarity the following has been requested:

- A drainage strategy should be submitted outlining how to manage surface water runoff. It has been mentioned that appropriate SuDS will be used, which is supported.
- As the Immingham AGI site will be draining into North East Lindsey Drainage Board's watercourse, it will need consent from the IDB.
- Discharge rates will be limited to 1.4l/s/ha unless otherwise agreed with the drainage board.
- With the site draining into the Humber Estuary, water discharging the site will need to be treated through the SuDS drainage to a sufficient factor to ensure high water quality entering the watercourse.
- Ground levels should not be raised within assessing the flood risk to any overland flow paths.
- A climate change allowance of 40% should be included within the drainage design, sensitivity testing of storms greater than the design storm should be undertaken and exceedance routes mapped.

Major Accidents and Disasters (Section 18)

Further discussions and confirmation as to whether the pipeline would be deemed to be a hazardous pipeline under HSE designation. If so, further details on the impact of this and HSE zones should be provided. In addition, public safety considerations should also be considered and provided.

All other consultees have indicated that there are no further requirements to be considered in the formulation of the EIA and they agree with what has been stated.

I trust the above is of value and provides the view of NELC in relation to this Scoping Request.

Kind Regards,

Bethany Loring MSc

Senior Town Planner Development Management

Places & Communities North – NEL



Municipal Offices, Town Hall Square Grimsby, North East Lincolnshire, DN31 1HU

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From:

Subject:

Re: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and Consultation

Date: Attachments: 16 January 2025 17:06:08



Thank you for sending through details of this consultation.

North Ferriby Parish Council has no response to make.

Kind Regards

Jo Haslope

Clerk/RFO to North Ferriby Parish Council



On 03/01/2025 12:04, Humber Carbon Capture Pipeline wrote:

Dear Sir/Madam

Please see attached correspondence on the proposed Humber Carbon Capture Pipeline.

The Applicant for the Proposed Development intends to make an application for Development Consent under the Planning Act 2008. The Applicant has sought a Scoping Opinion from the Planning Inspectorate, on behalf of the Secretary of State, as to the scope and level of detail of the information to be provided within the Environmental Statement that will accompany its future application.

The Planning Inspectorate has identified you as a consultation body to inform the Scoping Opinion and is therefore inviting you to submit comments by 31 January 2025. The deadline is a statutory requirement that cannot be extended.

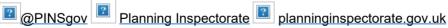
Further information is included within the attached letter.

Kind regards



Molly Harvey (She/Her) Senior EIA Advisor Planning Inspectorate





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Officer: Matthew Gillyon



@northlincs.gov.uk

30/01/2025

Net Zero North Sea Storage Limited c/o Arcadis 80 Fenchurch Street, London, EC3M 4B North
Lincolnshire
Council

www.northlincs.gov.uk
Church Square House
30-40 High Street
Scunthorpe
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DN15 6NL

North Lincolnshire Planning Application Reference: PA/SCO/2025/1

Planning Inspectorate Reference: EN0710003

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development)

Scoping consultation and notification of the applicant's contact details and duty to make available information to the applicant if requested

Location: Pipeline corridor between Easington and Drax

Officer: Matthew Gillyon

Thank you for your letter dated 3rd January 2025 giving North Lincolnshire Council (NLC) the opportunity to feedback on the Scoping Consultation for the Humber Carbon Capture Pipeline,

I can confirm that after consultation with our internal technical consultees that North Lincolnshire Council have the following comments to share from each consultee.

Environmental Protection

This department has reviewed the following report submitted in support of the application:

 Arcadis (UK) Ltd, Humber Carbon Capture Pipeline, Environmental Impact Assessment (EIA) Scoping Report, Volume 1, Version Control, Document Ref. 10607856-ARC-XX-XX-XX-ZZ-0002-A1-Scoping Report, Date JANUARY 2025

The Humber Carbon Capture Pipeline (HCCP) project comprises a proposed underground, onshore pipeline with associated above ground facilities required for operation and maintenance, that aims to transport carbon dioxide produced by industrial projects and power generating facilities in the Humber region to secure offshore storage under the North Sea.

The pipeline would be built between Drax power station in North Yorkshire and the coast north of Easington in the East Riding of Yorkshire, via North Lincolnshire and slightly entering North East Lincolnshire. The onshore pipeline would connect to an offshore pipeline to continue the transportation of the carbon dioxide to a saline aquifer under the North Sea, known as the Endurance Store.

The Proposed Development falls within Schedule 2, paragraph 10 (k) of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') applies:

"10. Infrastructure projects

(k) oil and gas pipeline installations and pipelines for the transport of carbon dioxide streams for the purposes of geological storage (unless included in Schedule 1 to these Regulations)"

The project has not been subject to an EIA Screening Request, an EIA is considered necessary because of the scale of the Project and the value and sensitivity of the existing environment along the proposed route.

A notification under the EIA regulations has been submitted to the Secretary of State along with the EIA Scoping Report and confirms that the Applicant intends to submit a DCO Application in 2026.

Noise

Chapter 12 of the EIA Scoping Report relates to noise and outlines the proposed approach for assessing the likely significant effects of noise and vibration from the construction operation and decommissioning of the project. This chapter describes the methodology to be used for the noise and vibration assessment, the baseline conditions, the potential likely significant effects to be considered and how those effects will be assessed for the purpose of an environmental impact assessment.

The noise and vibration assessment will be carried out in accordance with the national planning policy documents, and with appropriate guidance documents regarding construction and operational noise.

The significance criteria for the operational phase assessment will be derived from BS 4142:2014+A1:2019 (Ref 12.10) and through consultation with the local authority.

Baseline Survey

A baseline noise survey was undertaken in June 2022 to establish the prevailing acoustic environment at noise sensitive receptors situated in the vicinity of the proposed Pump Facility associated with the project. It is the intention of the developer to consult with the local authority with regard to using this survey data to inform the assessment.

Consultation with the local authority regarding specific points in the noise assessment have been mentioned as above. This department would welcome further consultation with regard to the location of identified noise sensitive receptors during the construction and operational stages of the project.

Air Quality

Chapter 6 of the EIA Scoping Report relates to air quality. Any future air quality assessment will consider the potentially significant effects on air quality receptors that may arise from the construction, operation, maintenance and decommissioning of the Project.

The impacts of dust from the construction phase will be assessed in accordance with the methodology outlined in the IAQM construction dust guidance.

Emissions from vehicles and Non-Road Mobile Machinery (NRMM) during the construction and decommissioning phase will also be screened and/or assessed against the EPUK/IAQM Guidance.

Emissions from back-up generators required during operation, will be assessed in accordance with relevant guidance.

This department agree with the scope of the assessment and welcomes any further consultation. In addition, the Annual Status Report 2024 is available to the consultant upon request (environmental.health@northlincs.gov.uk).

Contaminated Land

Chapter 9 of the EIA Scoping Report relates to Ground Conditions and Hydrology. The proposed development site is located mainly on agricultural land. Historical

records show that the proposed boundary will cross into areas which have a former use, such as:

- sewage works
- chemical works
- oil refinery
- tanks
- railway
- power stations and
- in close proximity to 9 historic landfill sites (one being Winterton South Landfill which is the only Environment Agency Permitted Waste Site Authorised Landfill identified within the draft Order Limits).

There is therefore the potential for the proposed site to have been impacted by contamination. Section 9.9.3 states:

"Desk study work may identify areas of soil and / or groundwater contamination and there may be a requirement to undertake ground investigation and risk assessment of potential contaminant linkages. Control / mitigation / remediation / re-routeing measures will be considered where appropriate".

This department would strongly recommend that the Environment Agency are consulted as the proposed development travels through sensitive areas relating to controlled waters such as Source Protection Zones, groundwater and surface waters.

It is the developer's responsibility to assess and address any potential contamination risks.

The councils contaminated land planning guidance document detailed below and produced in collaboration with other local authority Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG) members is available on the councils web site at the following link:

https://www.northlincs.gov.uk/planning-and-environment/environmental-health/contaminated-land/

YALPAG Technical Guidance for Developers Landowners and Consultants version 12.2 July 2023.

It recommends that where a proposed development introduces a vulnerable end use and/or the development site could be affected by a former potentially contaminative land use, the possibility of land contamination should always be considered. In these circumstances a **Phase 1 assessment** should be submitted as a **minimum**, which includes a desk top study, a site walkover and a conceptual site model.

The information required by the YALPAG document is in line with National Policy which requires that developers should provide proportionate but sufficient site investigation information (and risk assessment) to determine the existence or otherwise of contamination.

Only a site-specific investigation can establish whether there is contamination at a particular site, however a desk study and site walkover may be sufficient to identify how pollutant linkages might be broken. <u>Unless this initial assessment clearly demonstrates that the risk from contamination can be satisfactorily reduced to an acceptable level, further site investigations and risk assessment will be needed before the application can be determined. After remediation, as a minimum land should not be capable of being determined as contaminated land under Part 2A of the Environmental Protection Act 1990.</u>

This department therefore request the submission of a Phase 1 report in relation to the above development with any subsequent application. This will allow the council to decide whether further assessment of the site is required and ensure that appropriate conditions are applied which render the development safe and suitable for use.

Highways

Thank you for consulting with Highways on the above scoping request for the proposed Humber Carbon Capture Pipeline (HCCP), which is defined as a Nationally Significant Infrastructure Project (NSIP). I have reviewed the submitted scoping report and whilst the proposed approach is acceptable, the following comments may need further consideration in the development of the EIA.

- Only the construction phase will be assessed in the Environmental Impact
 Assessment (EIA) as the operational and decommissioning phases have
 been scoped out. This is acceptable, as it is recognised that operational traffic
 associated with the pipeline will be minimal. Although the decommissioning
 phase will generate more vehicle movements, this is expected to be less than
 the construction phase, however the draft Development Consent Order (DCO)
 will include a requirement for a Decommissioning Environmental Management
 Plan to be produced at an appropriate time.
- Table 15.2 (relevant Local Planning Policies) in the Scoping Report refers to North Lincolnshire's Local Transport Plan (LTP) and North Lincolnshire's Road Safety Measures in North Lincolnshire (Ref 15.11). I'm not certain of the origin of the latter and this would need to be clarified. There is no reference to North Lincolnshire's Local Plan, although there are to those for other authorities. Although we currently have an LTP, this will be replaced by a Greater Lincolnshire LTP as part of the ongoing Devolution process. We should be able to provide an update on this at a later stage if required.

- 15.4 Limitations and Assumptions. It is noted that construction routes have yet to be confirmed. NLC Highways have had some initial meetings with the Project Team to discuss potential construction routes and constraints within North Lincolnshire and are keen to maintain this dialogue moving forwards. We have made the applicant aware of weight limits in the Ferry Ward area and they are also aware that HGV movements in the Goxhill area are an extremely sensitive issue for local residents. There will be a need for ongoing community engagement with the Ferry Ward Members as the project progresses.
- 15.8.10 Cumulative Impact Assessment there may be a need to include some of the proposed developments on the South Humber Bank as a committed development, as there may be an overlap of construction periods between some of the proposals.
- 15.8.14 Future Baseline. Whilst I would expect the assessment to focus on the peak construction period when traffic levels are at the highest, it would still be useful to have details of HGV movements throughout the project and the associated timescales to understand full movements/profile throughout the construction period.
- It is noted that a Construction Phase Traffic Management Plan (CTMP) and Construction Staff Travel Plan, will be secured through a requirement in the DCO. These will be prepared and implemented by the Main Works Contractor. As part of the CTMP I would expect pre/post construction carriageway condition surveys to be undertaken, with the contractor to rectify any identified defects. There will be significant number of HGV movements associated with the project, particularly those associated with the construction of the temporary compound for the Humber Crossing, many of which will occur on single track rural roads.

<u>Historic Environment Officer (Full Response in Appendix)</u>

- The ES should include sufficient information to identify and assess the significance of all heritage assets, designated and non-designated, that the proposed pipeline and associated works may affect directly or indirectly
- This includes the need to identify potential archaeology along the route as well as the known heritage assets
- Results of archaeological field evaluation will be required to inform these assessments for inclusion in the ES and should comprise non-intrusive and intrusive surveys to be undertaken as a staged and iterative programme

- The Scoping Report indicates that these archaeological investigations would be targeted to specific areas only; it is important that preliminary geophysical survey coverage extends to 100% of the accessible pipeline corridor
- The scope of subsequent trial trenching must be sufficient to identify the
 extent of remains indicated by the surveys and to investigate 'sterile' areas to
 adequately identify and characterise heritage significance of the scheme
- Harm to heritage assets should be avoided wherever possible informing the ongoing design of the scheme; where avoidance is not feasible, measures to off-set any justifiable harm will be required in accordance with policy
- The Scoping Report proposes an Outline Heritage Mitigation Strategy setting out the nature and extent of post-consent archaeological recording
- The OHMS should further set out all mitigation measures such as to exclude and protect areas of sensitive remains, the role of an archaeological Clerk of Works, as well as enhancement measures and community engagement
- The OHMS should be appended to the Draft CEMP submitted with the DCO.

Conservation

I concur with the Historic Environment Officer's comments on the level of detail and structure required in the heritage assessment. As well as the requirement for archaeology, the assessment needs to take into account the setting of designated and non-designated built heritage assets and conservation areas. There should be a particular focus on field survey evidence through photographs as well as a robust assessment of significance and the contribution of setting to heritage assets and any necessary mitigation measures detailed in the assessment.

Ecology (Full response in appendix)

- We support the principle of low carbon capture and storage, as well as low carbon hydrogen production.
- We support the approach taken to the assessment of ecological, biodiversity, landscape and visual impacts.
- A Habitats Regulations Assessment is required.
- Impacts on terrestrial SSSIs in North Lincolnshire are largely avoidable.

- Local Wildlife and Geological Sites are included within the draft order limits
 and therefore will be impacted by the development. The proposed Ecological
 reports will inform the appropriate impact avoidance, mitigation measure and
 enhancements for these sites and priority habitats. Further protected and
 priority species surveys may be required.
- The draft order limit and survey area have importance for a variety of protected and priority species and habitats.
- Evidence will be provided with the Ecological reports as to the necessary European Protected Species derogation licensing, the District Level Licensing (DLL) approach for great crested newts and the Impact Assessment and Conservation Payment Certificate (IACPC).
- A Biodiversity Enhancement Strategy report will provide the approach to the mitigation and enhancement measures for priority habitats. The focus on keystone habitats and umbrella species elsewhere is an appropriate strategy for biodiversity net gain of at least 10%.

Economic Growth

North Lincolnshire Council has been a founding member of the Humber Energy Board [HEB] since its inception. The HEB has been created with the purpose of decarbonising the Humber Region which is the single largest CO2 emitting cluster in the UK. To enable this goal, the delivery of infrastructure is a primary requirement to achieve this goal and as such, the delivery of Carbon Capture and Storage solutions is essential to this goal.

In assessing the EIA Screening Report, the role of the Economic Development team to ensure that all factors have been scoped in appropriately. In assessing the submission, we concur with the proposed scoped in assessments:

- Tourism Construction and Decommissioning
- Local Economy and Employment Construction and Decommissioning
- Local Economic expenditure and supply Construction and Decommissioning

Of the areas scoped out we are agreeing with those in the operational phase. However, we would highlight that during the operational phase, that ancillary benefit to employment opportunities in some of our largest emitting high-intensity industries will be see the chance for growth. Furthermore, the benefit of delivering the long-term solutions to reduce emission for our region will enhance and safeguard jobs in the industrial heartland of the South Humber bank.

As a result, the Economic Development team conclude with the proposed scoping outlined in the report.

Public Right of Way

The applicant's EIA scoping report contains numerous helpful remarks about public rights of way in recognition of the fact that inevitably a scheme of this nature will cut through a great many throughout its substantial length. Public rights of way are, of course, a material consideration for planning applications. Furthermore, in accordance with our Local Development Framework, North Lincolnshire Council aim to "Promote the continuation and improvement of North Lincolnshire's network of safe walking and cycling routes, including ... the Public Rights of way network" (Chapter 15 'Transport and Communication – Connecting North Lincolnshire' – CS25: Promoting Sustainable Transport). The National Planning Policy Framework, at Chapter 8 'Promoting Healthy and Safe Communities', states as follows: "Planning policies and decisions should aim to achieve healthy, inclusive and safe places ... which (a) promote social interaction ... (b) are safe and accessible ... and (c) enable and support healthy lifestyles" (paragraph 96); "Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change" (paragraph 103); and "Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users" (paragraph 105).

Consequently, the Highways Asset Team recommend that the applicant's eventual Environmental Statement not only reference public rights of way per se, but detail which will be affected, to what extent, for approximately how long, whether diversions will be instituted for the duration of each closure, and the necessary assurances as to full and prompt reinstatement on cessation of works in all cases.

The Environment Agency and Historic England were also consulted and responded that they would be responding directly to PINS.

If any further Technical Consultees of North Lincolnshire Council provide further comments, I will forward these on to the Planning Inspectorate and applicant.

Kind Regards

Matthew Gillyon Senior Planning Officer North Lincolnshire Council

Appendix

Historic Environment Record Full Response

Thank you for consulting the HER on this scoping report that includes the Cultural Heritage (Chapter 11). The applicant has set up a Heritage Working Group (HWG) with the local authority HERs affected by the pipeline proposals and I welcome the opportunity that this will provide for our archaeological advice to be heard and acted on in the timeliest fashion.

Given the known and currently unknown archaeological potential along the extensive pipeline route that passes through the varied geography of the region, each with specific archaeological characteristics and potential for undiscovered archaeology, we advise that preapplication archaeological field evaluation is undertaken at the earliest opportunity to identify known and potential sites and provide the necessary baseline information for adequate EIA and assessment of heritage significance and impact.

A robust pre-application heritage assessment based on the results of field evaluation will inform the DCO application and examination process and avoid unnecessary delays. The applicants intention is to commence the archaeological and heritage assessment in early 2025 given the timeframes required to prepare and undertake the various iterative stages of work and produce the reports of the results that should inform the evolving design and refinement of the pipeline corridor and preparation of the Environmental Statement and DCO.

CURRENT HERITAGE BASELINE

There are a relatively large number of designated heritage assets and their settings within or in proximity to the current 300m wide pipeline corridor that may be affected by the construction and operation of the proposed pipeline, and potentially decommissioning activity at the end of operation. These designated heritage assets include Scheduled Monuments, Listed Buildings and Conservation Areas.

The pipeline corridor traverses the northern half of North Lincolnshire on a generally east-west alignment. As such it passes through a variety of north-south aligned topography and geology that influences the nature, date and character of archaeological sites, the depth and visibility of below-ground archaeological remains and preservation conditions. The variation in the archaeological record along the route includes upland and lowland areas suitable for settlement, extensive wetlands and floodplains rich in resources and with potential for excellent archaeological and palaeoenvironmental preservation in peat and waterlogged deposits, rivers and valleys providing access and communication routes to a wide hinterland, the Humber Estuary and beyond.

The archaeological and palaeoenvironmental record across this region ranges from Palaeolithic stone implements such as are recorded at Kirmington, buried Mesolithic landscapes beneath the peats of the Humberhead Levels and river valleys, Neolithic and Bronze Age occupation such as on the gravels at Barnetby le Wold, the earliest dated iron smelting furnace in the country at Messingham/Manton, extensive Iron Age and Romano-British settlement throughout the route including beside the Estuary, Medieval villages and religious foundations, to post-medieval warping drains for agricultural landscape improvements in the Trent valley.

Many of the archaeological heritage assets recorded in North Lincolnshire are below-ground archaeological remains on agricultural land rather than upstanding earthworks and as such do not lend themselves to easy identification by field observation or walkover survey. They are generally identified from the air or through archaeological prospection techniques such as systematic fieldwalking, metaldetecting, geoarchaeological and geophysical surveys and archaeological excavation. There are large parts of the pipeline route that have not been

subject to any archaeological investigation, and in wetland areas and areas of deeper deposits archaeological remains may be deeply buried and masked from traditional archaeological prospecting requiring more specialist survey techniques.

Accordingly, it is considered that there is high potential for unrecorded archaeological heritage assets to be present throughout the route of the proposed pipeline across North Lincolnshire and that archaeological field evaluations will be required to identify currently unknown archaeological heritage assets in accordance with relevant national and local planning policy including NPS EN-1, section 5.8.8-10, paragraph 207 of the NPPF, North Lincolnshire Core Strategy CS6 and saved Local Plan policies HE8 and HE9.

SCOPING REPORT

With regard to Chapter 11 Cultural Heritage I have the following specific comments:

Table 11-2 – Relevant Local Planning Policies should additionally include North Lincolnshire Local Plan (2003) saved Policies HE8 and HE9 and how these will be addressed.

HE8 Ancient Monuments

'Development proposals which would result in an adverse effect on Scheduled [Ancient] Monuments and other nationally important monuments, or their settings, will not be permitted.'

HE9 Archaeological Evaluation

Where development proposals affect sites of known or suspected archaeological importance, an archaeological assessment to be submitted prior to the determination of a planning application will be required. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.

Sites of known archaeological importance will be protected. When development affecting such sites is acceptable in principle, mitigation of damage must be ensured and the preservation of the remains in situ is a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before and during development.'

Table 11-3 Criteria for Determining the Value of Heritage Assets

It is important that these Values are applied only when there is sufficient information from archaeological investigation and evaluation to make the appropriate assessment with professional judgement based on robust data, not as a desk-based exercise on current baseline data. The assessment of Value should be reviewed at all stages of the project.

Assigning Low Value to assets compromised by poor preservation and/or poor survival of contextual associates will in some cases require adequate physical evidence of the preservation conditions that would need to be obtained from archaeological field evaluation.

Unstratified archaeological finds such as surface finds from the ploughsoil should not be arbitrarily categorised as of Negligible Value where consideration of their location, distribution and concentrations may indicate the potential for the presence of below-ground archaeological remains conferring on such finds evidential value that will require further archaeological investigation, evaluation and assessment.

Unknown Value could apply to many known sites recorded on the HER database and to many unrecorded archaeological heritage assets that have not been identified or adequately evaluated through modern fieldwork such that their significance or importance remains

unknown and would be insufficient to apply these EIA matrices without further archaeological investigation, evaluation and assessment.

Table 11-4 Criteria for Quantifying the Magnitude of Impact to Heritage Assets. The assessment will also require the evidence of archaeological evaluation results where High equates to destruction of archaeological interest thus meeting the test of substantial harm set out in the NPPF, and the Medium and Low criteria involve the destruction of archaeological evidence and interest but where overall damage is less than substantial harm in the NPPF tests.

11.4.1 states that 'The assessment will be compiled primarily using heritage asset data compiled from third party sources (eg., Historic Environment Records (HERs)). The results of the assessment will in part be dependent on the accuracy of the data received, with some survey work planning to ground truth, where appropriate, the accuracy of data.'

It is important that sufficient archaeological survey and field evaluation is undertaken to ascertain the heritage significance of known and potential archaeological sites and features for the assessment, rather than being limited to 'some survey work'. This may be taken to suggest a limited approach and scope to field evaluation such as geophysical survey and trial trenching, the results of which would not then be available to inform the ES or the subsequent DCO application.

- 11.5.1 As noted, I welcome that the Heritage Working Group has been established.
- 11.6 Study Area; the 500m study area from the draft Order Limits for the heritage assets is appropriate.
- 11.6.4 & 11.7.6 It is noted that only designated heritage assets are shown on Volume 2 Figure 11.1 but this is not made clear in the title of 'Cultural Heritage Assets'. The titles of figures in the ES should accurately reflect the content.
- 11.8.1 The North Lincolnshire HER database records and spatial data have been provided for the project and should be renewed on an annual basis during the life of the project to take account of new information and sites being continually updated and entered on the HER database. We have also advised that the HER likely holds additional information to that included on the individual database records that the consultant should ensure they have obtained for their assessment where relevant, such as aerial photographs, former SMR record sheets and copies of archaeological investigation reports that may not be available elsewhere.

The proposal for a targeted walkover survey (11th bullet) is welcome as a preliminary stage of the assessment prior to archaeological field evaluation. The walkover should identify and assess the condition of upstanding earthworks such as ridge and furrow, to identify any unrecorded upstanding earthworks or other archaeological remains, and assess the ground conditions and any constraints along the pipeline corridor to undertaking further archaeological evaluation techniques such as borehole surveys, fieldwalking and geophysical survey.

Whilst a walkover survey can produce useful information as above, it cannot identify unrecorded buried archaeological remains and in an largely agricultural landscape such as exists across much of the proposed pipeline corridor through North Lincolnshire, a walkover will be of limited use as an assessment technique to identify below-ground remains not visible at the surface.

A walkover survey does not replace the need for more detailed evaluation techniques such as geophysical survey to identify potential archaeological remains, or trial trenching to more accurately confirm the presence, extent, date, character and significance of known and currently unknown archaeological heritage assets.

11.8.2 refers to targeting specialist non-intrusive and intrusive archaeological fieldwork at 'relevant scheme areas'. For the absence of doubt, our advice is that it will be necessary to identify known and currently unknown archaeological heritage assets along the entire route corridor, and this should include 100% coverage of geophysical survey to all accessible areas. Furthermore, to apply the appropriate archaeological evaluation techniques to understand the condition and archaeological significance of known and potential archaeological sites prior to assessing the impact and considering what mitigation measures may be proportionate to the level of impact on the archaeological significance. It is important to note that the aim of archaeological field evaluation is to provide information for the EIA and evaluation is not itself a mitigation measure.

11.9.3 The Outline Heritage Mitigation Strategy (OHMS) is described as setting out the nature and extent of further archaeological works prior to and during construction. The scope and content of this document should not just comprise a Written Scheme of Investigation for any archaeological fieldwork that may be proposed but should encompass all mitigation measures to be employed by the project.

Our advice is for an Archaeological Management Plan or OHMS that sets out all mitigation measures such as for preservation in situ or by record and the methodologies for securing these measures. Where in situ preservation is proposed, this could for example include the necessity to exclude sensitive areas by narrowing the working width of the corridor and in such situations, the exclusion zone should be securely fenced off to prevent any access and inadvertent damage during construction work.

It may be appropriate to reinstate the form of earthworks impacted by the construction to ensure that the operational effects do not continue to affect the setting of heritage assets such as an area of ridge and furrow that the pipeline has passed through. The strategy could also provide for an archaeological Clerk of Works to ensure compliance with requirements during and after construction, and to react quickly to circumstances that may threaten heritage assets. Measures to enhance and interpret heritage assets, and for community engagement with the heritage programme would also be expected in the Archaeological Management Plan/OHMS.

The proposed inclusion of the OHMS with the CEMP is welcome (Vol 3 Appendix F Draft Register of Commitments). The OHMS will need to be based upon the results of adequate archaeological evaluation and assessment informing the EIA and ES.

- 11.10.3 Operation. Robust assessment of any changes in hydrology caused by the pipeline that may affect archaeological remains must be carried out for the EIA including geoarchaeological evaluation, and any mitigation measures necessary to monitor and/or maintain ground conditions, must be included in the Archaeological Management Plan/OHMS.
- 11.10.5 Decommissioning the AGIs should take account of any mitigation measures in the Archaeological Management Plan/OHMS that were required during the construction phase, for example where archaeological exclusion zones are required to secure in situ preservation and avoid damage during construction, the same measures would potentially be required at the decommissioning stage.

SCOPING ADVICE

The EIA and ES submitted for this proposed DCO should be informed by adequate archaeological assessment including archaeological field evaluation prepared in line with the HWG and North Lincolnshire HER advice given in this memo.

The aim of the archaeological field evaluation will be to identify all heritage assets that the pipeline and associated infrastructure (temporary and permanent) may affect and to assess the significance of the known and potential archaeology which may be high.

The results of the evaluation will inform the assessment of impact of construction and design the mitigation strategy including avoidance measures and/or the development of programmes of work for archaeological excavations and recording, enhancement and community engagement etc.

The Cultural Heritage EIA including archaeological evaluation and assessment should therefore comprise <u>ALL</u> of the following stages:

1. Desk Based Research

- Collation and synthesis of existing historic environment data sources relating to all
 heritage assets that the proposed development may affect directly or indirectly. The
 spatial scope should be a minimum 1km from the boundaries of the draft order limits
 for designated heritage assets and their settings, and 500m for non-designated
 heritage assets.
- The range of sources to be consulted will be agreed with the HER prior to commencement of data gathering and should include, but not necessarily be limited to, the following: local and national databases; Portable Antiquities Scheme database; local archives; historic maps and plans; aerial photographic collections including online satellite imagery, LiDAR data and Historic England's Aerial Photo Explorer and Aerial Archaeology Mapping Explorer datasets, all newly identified features of potential archaeological origin should be accurately geo-referenced and plotted; BGS, geotechnical and geo-archaeological data; the East Midlands Historic Environment Research Framework, and other published and unpublished documents.
- Geo-archaeological assessment of existing data to produce a preliminary deposit model of the sub-surface deposits along the pipeline corridor and identify data gaps where further survey would be informative to the development of the evaluation and mitigation strategies
- Walkover to identify the presence of any above or below ground archaeological remains or historic landscape features within the application area and/or any constraints on the following stages of archaeological fieldwork;

2. Pre-Application Archaeological and Geoarchaeological Field Evaluation

- Measured topographic survey of upstanding earthwork remains to assess survival, condition and potential for reinstatement following construction
- Geophysical survey comprising 100% coverage of all accessible areas within the draft order limits to identify and plot anomalies of potential archaeological origin using survey equipment and all geophysical techniques appropriate to the geology and soils of the pipeline corridor
- Systematic fieldwalking and metal detection for surface collection of archaeological artefacts, to identify the range and distribution of all materials and plot potential archaeological features in all accessible areas within the draft order limits
- Excavation of trial trenches to determine the nature, extent, state of preservation and importance of any archaeological remains within the draft order limits informed by the results of preceding stages of study and survey to include recorded features and those identified by the surveys and to test areas where the records and surveys have not identified the presence of archaeology
- Geoarchaeological evaluation to enhance and refine the preliminary deposit model of the pipeline corridor prepared during desk-based research. This may include the following: opportunities for archaeological monitoring and recording during nonarchaeological geo-technical investigations; geo-archaeological hand augering or machine drilled boreholes; excavation of geo-archaeological test pits and/or sondages within the archaeological trial trenches.

- The geoarchaeological evaluation should identify and model the deposit sequence and former land surfaces and provide an understanding of the development of the landscape; samples should be obtained for assessment of preservation potential and the potential for palaeo-environmental evidence to inform the archaeological record including all relevant palaeo-environmental indicators and provision for a programme of scientific dating of the deposit sequence as appropriate.
- The archaeological field evaluation be carried out by a suitably experienced archaeological contractor, such as a Registered Organisation accredited by the Chartered Institute for Archaeology (see http://www.archaeologists.net/) or an organisation that can demonstrate that they have equivalent experience, capability and quality management systems in place. The appointed contractor must have access to appropriate geo-archaeological expertise. All fieldwork should be undertaken in accordance with CIFA's published Standards and Guidance for evaluation, and Historic England professional guidelines (https://www.historicengland.org.uk/images-books/publications) to written specifications that have been agreed with the HWG prior to commencement.

3. Assessment of Significance

- Assessment of the significance of those heritage assets and their settings likely to be
 directly or indirectly impacted by the development; the assessment of the significance
 of heritage assets will take account of the combined results of all the preceding stages
 of desk based assessment and archaeological field evaluation, and be based on the
 heritage values set out in Conservation Principles, Policies and Guidance for the
 sustainable management of the historic environment, Historic England, 2008
 https://www.historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/ and should not be limited to
 designated heritage assets.
- The methodology of assessing the contribution of setting to significance should be undertaken as set out in Historic England's Historic Environment Good Practice Advice Note 3 ('The Setting of Heritage Assets' 2nd Edition, 2017) https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/.
- The use of photographic visualisations of the proposed development such as wirelines
 or height markers from appropriate viewpoints from, to and across heritage assets and
 the proposed built form would be of particular use to demonstrate indirect effects of
 the proposals on settings and their contribution to the heritage significance, including
 evidence of no effects on significance. Impacts other than visual, such as noise, dust
 and odour, and the ability to experience significance should also be considered.
- Viewpoints and photographic methodology should be agreed with the HWG.

4. Assessment of Impact

- Assessment of impacts of the proposed development on the significance of the heritage assets and their settings based on the findings of the preceding stages, with reference to details of proposed construction ground works in relation to archaeological assets, and justification of impacts explaining why the works would be necessary or desirable, including any benefits or heritage enhancements which justify any resulting harm. In the case of substantial harm or loss of significance, the relevant tests in the NPPF should be applied.
- Impacts of the construction, operation and decommissioning of the pipeline and all associated works should be included.
- Consideration must also be given for future accessibility of land and heritage assets to conduct archaeological investigations to ensure the archaeological interest and significance is maintained and available for future generations to investigate.

5. Mitigation

Options should be explored to:

- > Conserve and enhance settings and significance of all heritage assets
- Avoid, minimise or off-set any harm to heritage assets including archaeological remains
- Measures for community engagement, public participation and educational opportunities, to report and publish results of archaeological work and interpret heritage assets in appropriate formats, and to extend understanding of heritage and archaeology to all

Assessing the value of heritage assets and the magnitude of change should take place on completion of <u>ALL</u> stages of the field evaluation set out above, and the Environmental Statement should include the results of all historic environment and archaeological fieldwork reports.

The Environmental Statement should consider what the impact of the development on the significance of the heritage assets will be together with a statement of justification of why the works would be desirable or necessary, including any benefits which justify any resulting harm. In the case of substantial harm or loss of significance, the tests in the NPPF should be applied.

If the assessment demonstrates that the significance of heritage assets will be adversely affected by the proposals, then appropriate mitigation measures should be drawn up to conserve them. This may include avoiding or minimizing effects to areas of significance, if necessary by modifying the layout and/or design of the proposals, or defining exclusion zones around sensitive areas ie. In situ preservation.

Alternatively, where harm is unavoidable and loss of heritage assets because of development is considered justified, provision should be made to record the evidence before it is lost either in advance of, or during, development.

Such mitigation strategies should be included in an Archaeological Management Plan (AMP), or the proposed OHMS, submitted with the DCO application setting out the measures for protecting excluded areas from any damage or disturbance during any stage of the construction, operation or decommissioning of the development, outlining the nature, scope and extent of further archaeological works required to excavate and record sites prior to, and/or during construction work, and committing to a programme of community engagement

Reference to the requirements of the AMP/OHMS should be included in any Draft CEMP submitted with the application.

Draft DCO Requirements for Archaeology should secure the implementation of the agreed AMP/OHMS.

Prior to the commencement of each stage of the development works along the pipeline corridor a Written Scheme of Investigation (WSI) detailing the relevant archaeological works outlined in the AMP/OHMS should be submitted for the approval of the local planning authority prior to implementation. The WSIs should be prepared by the archaeological contractor commissioned to undertake the archaeological works.

CONCLUSION

A DCO application submitted for this pipeline proposal would need to be accompanied by an adequate Cultural Heritage and Archaeological assessment, and Archaeological Management Plan/OHMS as set out above to inform the EIA and accord with NPS EN-1, the NPPF, Core Strategy CS6 and saved Local Plan policies HE8 and HE9.

Ecology Full Response

Thank you for consulting Place Policy & Strategy on the above Nationally Significant Infrastructure Project.

EIA Screening

The applicant has identified that the proposed project is Schedule 2 Development under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Overall Project Rationale

We support the principle of carbon capture and storage and low carbon hydrogen production, which will help to deliver carbon reduction policies set out in the NPPF, UK Clean Growth Strategy, Environment Bill, Humber Clean Growth Local White Paper, North Lincolnshire Core Strategy and Local Plan Preferred Options. Similarly, the biodiversity enhancement proposals are welcomed.

Landscape

Our standard advice is as follows:

"Landscape and visual impacts will need to be considered in terms of the adopted Landscape Assessment and Guidelines and the Countryside Design Summary. I would also recommend the use of the Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3, 2013), produced by the Landscape Institute and the Institute of Environmental Management & Assessment.

Core Strategy Spatial Objective 10, policies CS5 and CS16 and Saved Local Plan Policies LC7, LC14 and RD2 should also be considered.

In the relatively open landscape of the Isle of Axholme, both new structures and any trees planted to screen them can dramatically alter the landscape character."

The proposed approach to landscape and visual impacts, as set out in Chapter 10 of the EIA Scoping Report, closely matches this advice.

Habitats Regulations Assessment (HRA)

The applicant should provide the competent authority with the information "reasonably required" to carry out a Habitats Regulations Assessment (HRA) of the proposal, alone and in combination with other plans and Projects. Relevant International Nature Conservation Sites include:

- Humber Estuary Special Area for Conservation (SAC)
- Humber Estuary Special Protection Area (SPA)
- Humber Estuary Ramsar Site
- Thorne Moor SAC
- Thorne and Hatfield Moors SPA.

The submitted EIA Scoping Report states:

"Given the proximity of the Project to several International Sites (such as the Humber Estuary Special Area of Conservation and Special Protection Area), a HRA will be prepared. This will provide the consenting authority with sufficient information to decide whether the Project will lead to Likely Significant Effects (LSE) on International Sites. Where LSE are identified, a detailed assessment will be provided to assess whether the proposals could result in adverse effects on the integrity of relevant international sites. Whilst the over-arching objectives of EIA and HRA are similar, their scope, level of detail and terminology vary. As such, these processes will be undertaken separately."

This is welcomed.

Sites of Special Scientific Interest (SSSI)

Potential impacts on the Humber Estuary SSSI will primarily be addressed through the Habitats Regulations Assessment process. Possible impacts on Eastoft Meadows SSSI, Crowle Borrow Pits SSSI, Thorne, Crowle and Goole Moors SSSI, South Ferriby Chalk Pit SSSI, Hatfield Chase Ditches SSSI, Kirmington Pits SSSI and North Killingholme Pits SSSI would relate to construction pollution. These impacts are unlikely to be significant, however the proposed Construction Environment Management Plan (CEMP) will address the necessary protective measures, which is an acceptable approach.

Non-Statutory Designated Sites

The Local Sites in North Lincolnshire that could be affected by the proposed development are primarily Local Wildlife Sites (LWS) and a Local Geological Sites (LGS).

Within the draft order limits, these are:

Ancholme Fields LWS; Barton Road, Wootton Hall LWS; Burkinshaw's Covert LWS; Burnham Road, Deepdale LWS; Chase Hill Wood LWS; East Drain, South Ferriby LWS; Halton Marsh Clay Pits LWS; Keadby Boundary Drain LWS; Keadby Warping Drain LWS; Manor House Farm Field; Mayflower Wood Meadow LWS; Melton Ross Quarry LWS & LGS; New River Ancholme LWS; North Engine Drain, Belton LWS; Paupers' Drain LWS; Stainforth and Keadby Canal Corridor LWS; Thornton Curtis Chalk Pit Road Verge LWS; and Whiting Mill Bottom Road Verges LWS.

Numerous additional Local Wildlife Sites and Local Geological Sites have been identified within the 2km study area surrounding the draft order limits.

Many LWS were previously known as Sites of Important for Nature Conservation (SINC) and are protected by saved policy LC4 of the Local Plan. The other LWS are of equivalent value (or better), having been surveyed and assessed against objective selection criteria ("Local Wildlife Site Guidelines for Greater Lincolnshire 3rd edition" (Greater Lincolnshire Nature Partnership 2013)). All are likely to be protected by policies in North Lincolnshire Council's next iteration of a Local Plan.

An open-cut installation technique is proposed to cross a number of watercourses including Pauper's Drain LWS, New River Ancholme LWS and Stainforth and Keadby Canal Corridor LWS. Similarly, habitat loss and/or fragmentation may occur in Ancholme Fields LWS, Barton Road, Wootton Hall LWS, Melton Ross Quarry LWS & LGS, Thornton Curtis Chalk Pit Road Verge LWS, Whiting Mill Bottom Road Verges LWS and Keadby Ash Tip. In these locations, embedded mitigation within the CEMP and Conservation Strategy is proposed to include:

- Pre-construction surveys (where required);
- Mitigation strategies and method statements;
- Habitat reinstatement, creation and enhancement; and
- ECoW presence (Ecological Clerk of Work).

These measures are welcomed.

Habitats

The EIA Scoping Report notes:

"There are five areas of ancient woodland within the Study Area, but none within the draft Order Limits. [...]

Several recognised areas of priority habitats (hedgerows, deciduous woodland, coastal and floodplain grazing marsh, coastal saltmarsh, lowland fens, lowland calcareous grassland, good quality semi-improved grassland, lowland dry acid grassland, open mosaic habitat,

traditional orchard, saline lagoons, maritime cliff and slope, mudflats and reedbeds) are present within the draft Order Limits and wider search area. [...]

The habitats within the draft Order Limits are predominantly arable and grazed pasture fields bordered by hedgerows or ditches. The draft Order Limits crosses several watercourses, most notably the River Humber and its associated estuarine habitats, also the River Ouse, River Trent and the River Aire [...] Small blocks of woodland occur infrequently throughout the draft Order Limits."

As noted in the EIA Scoping Report, it is relatively easy for a hedgerow to be "important" in North Lincolnshire due to the reduced criteria thresholds and the potential to count additional features.

See: http://www.legislation.gov.uk/uksi/1997/1160/schedule/1/made

Keadby Ash Tip is of national importance for invertebrates, lowland dry acid grassland and open mosaic habitats of previously developed land. It is particularly important that impacts on these features are avoided, if possible, or mitigated as necessary.

To date, some areas have only been surveyed from aerial photos and desktop records. These include:

- East Halton Skitter
- Land near Chase Hill Wood
- Land north-west of East Halton
- Between Ulceby & Thornton Curtis
- Land near Keadby Ash Tip

Protected and Priority Species

I have considered this application in accordance with Natural England's standing advice for protected specieshttp://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx.

The submitted EIA Scoping Report indicates a UK Habs survey with target notes will be undertaken, with invasive non-native species (INSS) recorded and identification of where further surveys are required for protected and priority species. These results will be presented within the Preliminary Ecological Appraisal (PEA) which will be appended to the Ecological Impact Assessment (EcIA).

Similarly, hedgerow surveys will be conducted to support the EcIA and potentially a Phase 2 botanical survey will be conducted, which will be confirmed during the PEA finalisation.

A NVC survey, veteran tree assessment and habitat condition assessment may also be conducted, specifically where there is perceived/potential impact on statutory and non-statutory sites where botanical features are designated, priority habitats, extensive wetland areas, and other habitats to be considered high quality or likely to contain uncommon plant species.

An invertebrate report, fish report, reptile report, ornithological report, confidential badger report, bat report, otter report and water vole report will be appended to the EcIA to present the respective results. Additionally, the District Level Licensing (DLL) approach for great crested newts will be presented within the PEA, alongside the Impact Assessment and Conservation payment Certificate (IACPC). If required, the badger report will inform licensing, the bat roost survey results will be provided within a draft bat derogation licence, and the water vole survey results will inform whether a derogation licence application will be sought from Natural England.

The survey methods used, and the survey effort deployed are appropriate for the site in question and for the target species.

Evaluation

Overall, an appropriate approach has been followed for the survey of habitats and species. Impacts are proposed to be avoided where possible, through careful siting of the pipelines. We welcome the detailed consideration of alternatives prior to the selection of the proposed route. Other mitigation measures are proposed as appropriate.

Table 7.8 of the Ecology and Biodiversity chapter of the EIA Scoping Report provides a reasonable summary of matters considered for scoping in or out, with likely significant effects, mitigation and residual effects briefly discussed in the justification.

Biodiversity Enhancement

The National Planning Policy Framework states that:

- "187. Planning policies and decisions should contribute to and enhance the natural and local environment by:
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils [...]
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

[...]

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs:
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans;

[...] and

"193 d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate..."

Core Strategy Policy CS17 is also applicable:

"The council will promote effective stewardship of North Lincolnshire's wildlife through:

- 1. Safeguarding national and international protected sites for nature conservation from inappropriate development.
- 2. Appropriate consideration being given to European and nationally important habitats and species.
- 3. Maintaining and promoting a North Lincolnshire network of local wildlife sites and corridors, links and stepping stones between areas of natural green space.
- 4. Ensuring development retains, protects and enhances features of biological and geological interest and provides for the appropriate management of these features.
- 5. Ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.

- 6. Supporting wildlife enhancements that contribute to the habitat restoration targets set out in the North Lincolnshire's Nature Map and in national, regional and local biodiversity action plans.
- 7. Improving access to and education/interpretation of biodiversity sites for tourism and the local population, providing their ecological integrity is not harmed."

At the time of writing, the requirement for Nationally Significant Infrastructure Projects (NSIPs) to deliver >10% biodiversity net gain as set out in the Environment Act 2021 will come into effect November 2025. The EIA Scoping Report details a Biodiversity Enhancement Strategy report will be provided. The proposed approach to the mitigation and enhancement measures for priority habitats, and the focus on keystone habitats and umbrella species elsewhere, is an appropriate strategy for biodiversity net gain.

In order to make sure that biodiversity net gain is quantified and deliverable, the applicant is advised to make use of the Statutory Biodiversity Metric:

Statutory biodiversity metric tools and guides - GOV.UK (www.gov.uk)

If you have any questions, please do not hesitate to contact me.

Alicia Morley Ecologist

Annex- Ecology and Legal Protection

Badgers

Badgers and their setts (tunnels and chambers where they live) are protected by the Protection of Badgers Act 1992.

It is an offence to:

- take, injure or kill a badger or attempt these actions
- treat a badger cruelly
- interfere with a badger sett
- possess or control a live badger
- mark or ring a badger

Barn Owls

All birds, their nests and eggs are protected by law under Part 1 of the Wildlife and Countryside Act 1981 (as amended). Barn owls are listed on Schedule 1 which gives them special protection.

It is an offence, with certain exceptions, to:

- Intentionally kill, injure, or take (handle) any wild barn owl.
- Intentionally take, damage or destroy any wild barn owl nest whilst in use or being 'built' (barn owls do not 'build' a nest but may make a nest scrape).
- Intentionally take or destroy a wild barn owl egg.
- Have in one's possession or control a wild barn owl (dead or alive), or egg, (unless one can show that it was obtained legally).
- Intentionally or recklessly disturb any wild barn owl whilst 'building' a nest or whilst in, on, or near a nest containing eggs or young.
- Intentionally or recklessly disturb any dependent young of wild barn owls.

Bats

All species of bat are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of The Conservation of Habitats and Species Regulations 2017 making all species of bat European Protected Species. Details of the legislation can be found at:

Wildlife and Countryside Act http://www.legislation.gov.uk/ukpga/1981/69/contents

The Countryside and Rights of Way Act: http://www.opsi.gov.uk/acts/acts2000/ukpga 20000037 en 7#pt3-pb8-l1g81

The Conservation of Habitats and Species Regulations 2017:

<u>The Conservation of Habitats and Species Regulations 2017</u> (legislation.gov.uk)http://www.opsi.gov.uk/si/si2010/uksi 20100490 en 1

Great Crested Newts

The great crested newt is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of The Conservation of Habitats and Species Regulations 2017 making it an European Protected Species. Details of the legislation are the same as those for bats (see above).

Nesting birds

It is an offence under Section 1 of the Wildlife and Countryside Act of 1981(WCA 1981) to intentionally take, damage or destroy the nest of any wild bird while it is use or being built. The WCA 1981 also provides that all wild birds and their eggs are protected and cannot be killed or taken except under licence.

Otters

The otter is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of The Conservation of Habitats and Species Regulations 2017 making it an European Protected Species. Details of the legislation are the same as those for bats (see above).

Reptiles

The adder, common lizard, grass snake and slow worm are protected against intentional killing or injuring under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended).

Water voles

The water vole is fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). Details of the legislation can be found at:

Wildlife and Countryside Act http://www.legislation.gov.uk/ukpga/1981/69/contents

The Countryside and Rights of Way Act: http://www.opsi.gov.uk/acts/acts2000/ukpga 20000037 en 7#pt3-pb8-l1g81



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Our Ref ZG2025/0013/CPO

Your Ref EN0710003

Date 31 January 2025

Dear Ms Terry

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting Development Consent for the Humber Carbon Capture Pipeline (the proposed development) - Scoping Consultation

Thank you for consulting North Yorkshire Council on the above.

Our responses to the Scoping Report are as follows:

Air Quality

The Air Quality chapter of the Scoping Report has considered the construction phase, operational phase and decommissioning phase of the development.

Construction Phase. The dust, non-road mobile machinery (NRMM) and vehicle emissions are proposed to be scoped into the next stages of assessment.

Operational Phase. The report identifies that the vehicles emission in the operational phase of the development are unlikely to exceed guidance levels so will be scoped out of further assessment (though this will be confirmed once traffic figures are confirmed). Vehicles movements are likely only to consist of repair and routine maintenance visits a couple of times a year.

Decommissioning Phase. As above in the construction phase, the dust, NRMM and vehicle emissions are proposed to be scoped into the next stage of assessment.

We are in agreement with the above proposals.

Dust emissions (that may give rise to a nuisance) has been considered and will be assessed in accordance with the methodology outlined in the IAQM construction dust guidance (Ref 6.19).

Noise/Vibration

Although types of receptors have been identified, there are currently no proposed noise monitoring locations. Having these agreed, prior to the noise assessments, with the relevant stakeholders would provide reassurance that any mitigation required for any issues which may arise by noise and vibration impacts from construction and the operational noise impacts from the proposed development will be considered and proposed as accurately as possible.

Given that the relevant guidance and British Standards documents are being used to assess noise and vibration control on construction sites (BS 5228-2 2009+A1:2014) for the construction period as well as for rating and assessing industrial and commercial sound (BS 4142: 2014+A1:2019) for the operational aspect of the site this further leads into the reassurance above.

Landscape and Visual Amenity

These comments principally relate to Chapter 10 Landscape and Visual in the Applicant's EIA Scoping Report, but comments may overlap with other topic areas such as Cultural Heritage, Agriculture and Soils, Ecology and Biodiversity, Noise and Vibration, Human Health and Wellbeing, Climate Change, Cumulative Effects.

These comments are mainly based on the current published details within the North Yorkshire administrative area but also extend to those parts of the development in the adjoining administrative areas which may have cross-boundary landscape or visual effects.

We would agree with the EIA Scoping Report Chapter 10, that Landscape and Visual should be 'scoped in' and considered within the EIA.

Key landscape and visual considerations within the EIA / LVIA should include:

- Construction, operational, decommissioning phase landscape and visual effects
- Operational restrictions on land along the pipeline corridor (24.4m).
- The overall scale and nature of the proposed development including Cumulative Effects
- Night-time visual effects (temporary construction and permanent lighting)
- Wider landscape strategy and GI connectivity (including along the proposed gas pipeline connection corridor)
- Long-term maintenance and management.

The landscape strategy and mitigation should be proportionate to the scale of the development and be robust enough to accommodate these large-scale and cumulative effects at a wider strategic level and also take account of uncertainties remaining until development of the detailed design stage.

We note that the draft Order Limits are typically a minimum of 300m wide with some areas such as near Drax being wider. We also note that the DCO will seek to protect the pipeline by restrictions placed on land over and immediately around it in a corridor width up to 24.4m. These restrictions may prevent constructing over it or planting deep-rooted trees over it.

The Applicant should consider offsite mitigation to compensate for and offset residual adverse effects or thought a dedicated community enhancement fund where this cannot be achieved within the site.

We would expect the landscape and visual assessment to be based on maximum parameters and a cautious worst-case approach, to ensure that significant effects are properly assessed.

The proposed intention to use the 'Rochdale Envelope' approach are noted in Chapter 4.2 of the Scoping Report, and to consider the worst-case parameters. In the absence of detailed design for the temporary construction works, AGIs and the design and alignment of the pipeline and other associated infrastructure, we would suggest a proactive approach should be taken by the Applicant for improving the

existing vegetation within the application site and Proposed Pipeline Corridors. This would give us confidence that further landscape and arboricultural impacts could be sufficiently mitigated at the detailed design stage.

For a development of this scale we would also expect to see clear provision of green infrastructure actively applied within the whole of the application area (the draft Order Limits)

Legislation and Policy– guidance and policy relating to landscape and visual effects should be reviewed and updated at chapter 10.2 as appropriate. The overarching National Planning Policy for Energy (EN-1), November 2023, recognises the likely adverse landscape effects of NSIPs, but also refers to siting and good design in order to minimise harm, providing reasonable mitigation where possible and appropriate. The 'Criteria for good design for Energy Infrastructure' are set out in Chapter 4.7 (EN1). The requirements and principles for 'Landscape and Visual' are set out in Chapter 5.10 (EN-1). Other relevant local policy within the Selby planning area may include SP15, SP17, SP18, SP19, ENV1, ENV3.

Soils and Agricultural Land – Explanation for Study Area for agriculture and soils at Table 5-11 of the Scoping Report seem ambiguous. Until detailed design, alignment and working method for the construction of the gas pipeline and AGIs are determined we would wish to see a survey and assessment of potential effects on Soils and Agricultural Land within the whole draft Order Limits included within the EIA. A Soil Resource Plan and Soil Management Plan will be needed in order to protect and manage site soils, including protection and restoration of ALC best and most versatile land where appropriate.

Landscape and Visual Methodology – We would generally welcome the proposed methodology and approach set out in the Scoping Report Chapter 10 Landscape and Visual.

This should also include photography to current LI guidance on 'Visual Representation of Development Proposals' (see Photographs and Photomontages below).

We also draw your attention Technical Guidance Note LITGN – 2024-01 Published August 2024, as clarification on aspects of GLVIA3. This provides important clarification on a number of points (e.g. Para. 3(3) Weighting of the components of magnitude of effect: scale of effect, geographical extent, and duration/reversibility. Para. 8(2) Assessment of night-time effects).

Study Area – We would generally support the proposal for an initial 10km radius study area for the LVIA cumulative assessment. It may be appropriate to reduce this for other parts of the assessment, determined and agreed as the assessment progresses (typically through ZTV analysis and likelihood of effects).

Night-Time Visual Effects – We agree that night-time visual effects should be scoped into LVIA. We would wish to see consideration of how illumination of the proposed development would be reduced through good design, to reduce urbanising influence and prevent further erosion of the baseline.

Existing Trees and Vegetation - There is potential for the development to adversely affect existing boundary trees and vegetation. This should be reviewed, protected and retained where appropriate. A tree survey and arboricultural impact assessment will be required to BS5837:2012. This is important if boundary vegetation is needed for ongoing screening of the site and for retention and protection along the proposed pipeline corridor.

The operational life of the proposed scheme should also be taken into account. We would wish to see certainty that site vegetation would be retained and maintained for the lifetime of the proposed development.

Temporary access, storage and working areas – these should be taking into account as part of the assessment. The worst-case working height for construction vehicle movements should be reviewed for the visual assessment and ZTVs. Construction tipping vehicles and cranes typically work above the 3m height currently stated within para. 10.6.8 of the Scoping Report.

Visual Assessment and Representative Viewpoints - The quantity and location of representative viewpoints should be agreed with the Local Planning Authority. Typically, we would wish to see proposed viewpoints together with a ZTV of the proposed development overlaid onto a constraints plan with information of receptors they represent. Viewpoints should be selected for both the construction and operational phase (temporary and permanent installations) where there is potential for adverse visual effects. It may be appropriate to provide multiple ZTVs for different sections or phases of the development (eg temporary storage, vehicle movements and AGIs), and to understand what is visible from where.

The principle of using representative viewpoints to illustrate the experience of different types of visual receptor is acceptable, however the assessment should aim describe and assess the full effects of the development (not limited to a summary of viewpoints) and to explain the scale and geographical extent of effects.

Photographs and Photomontages – should be in-line with Technical Guidance Note (TGN) 06/19 Visual Representation of Development Proposals (Landscape Institute, 2019).

We would wish to see photomontages to explain how adverse effects will be mitigated over time. Photographs should include winter views where possible to explain the worst-case scenario.

Appendix 3 and 4 in TGN 06/19 should be noted, with camera / tripod height / position in the field adjusted as necessary so that views show the full extent of the site / development and show the effect it has upon the receptor location. Views of the site should not be unnecessarily obscured by buildings, roadside hedgerows or other vegetation.

Assessment of Tranquillity – There is potential for adverse noise effects associated with construction and operational noise arising from static plant and AGI installations. Consideration should be given to assessment of tranquillity and effect on local character and setting, particularly in relation heritage and other local sensitive receptors such as residential properties. PROW, local farmsteads. We would wish to agree a methodology and approach for this.

Cumulative Effects – the LVIA should consider cumulative landscape and visual effects in conjunction with other similar developments in the study area including those currently being considered or approved by planning authorities but not yet implemented. The LVIA should also consider the significance of the connection point at Drax Power Station and ongoing erosion of the landscape baseline.

Cumulative assessment is mentioned within Chapter 10. We would wish to agree a methodology and approach for the cumulative assessment. There are a numbers of major schemes including NSIPs which overlap or are in proximity to Drax Power Station. The Provisional Long List at Appendix E should be reviewed and updated (e.g NY/2023/0159/ENV Barlow Ash Mound is absent).

Site Design, Landscape Proposals, Mitigation, Maintenance and Aftercare – Notwithstanding the criteria used by the Applicant within the EIA to determine 'significant effects' other adverse effects should not be ignored particularly where it is reasonable and possible to reduce these though 'good design'. Overarching National Policy Statements for (EN-1, EN-4) set out criteria for 'good design' and acknowledges the benefits of good design in mitigating the adverse impacts of a project, including the landscape and visual effects.

We would wish to see a landscape strategy for proposed scheme, which helps minimise adverse effects and demonstrated good design. The landscape strategy should consider the wider site and future maintenance responsibilities.

Consideration should be given to limitations of future maintenance access and easements along the line of the pipeline, particularly where this might affect retention and replacement of vegetation.

Where the 'Rochdale Envelope' principles are to be applied, consideration should also be given to develop clear design guidance parameters which can be secured alongside the parameters plan in the DCO.

Landscape proposals should support the Government's commitment to improving green infrastructure, health and wellbeing, as set out in the 25 Year Environment Plan. The Leeds City Region Green and Blue Infrastructure Strategy, NPPF and other and local policy also recognise GI.

The applicant should consider a wider strategic approach to landscape proposals and mitigation of cumulative effects and how this would contribute to Natural England's 15 Green Infrastructure Principles of 'Why', 'What' and 'How'

(https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Principles/GIPrinciples.aspx). Link to Natural England's Green Infrastructure Principles and the England Green Infrastructure Mapping: https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Principles/GIPrinciples.aspx.

Long-term maintenance and management should be considered, particularly where this is needed for ongoing mitigation, screening and biodiversity benefit. Sufficient stand-off distance should be provided from existing trees and vegetation where these are to be retained and protected and to allow maintenance access or for easements.

Ecology

The overall approach to the EIA for biodiversity is supported, including the features scoped in (and out) of the EIA process and the intention to follow the CIEEM guidelines for Ecological Impact Assessment (EcIA). NYC are supportive of the survey and assessment scope set out within the Table 7-4.

The area around Drax Power Station has been well studied in relation to a number of planning proposals and NSIPs and this provides good baseline knowledge upon which to inform further survey and assessment. It also means that there is the potential for cumulative impacts upon habitats and species but also opportunities to provide joint enhancement measures by collocating mitigation, compensation, and enhancement within the same habitat networks.

NYC are pleased to see that at this early stage the development is considering opportunities for ecological enhancement and biodiversity net gain. NYC would encourage use of the most up to date version of the Defra Biodiversity Metric in presenting data on biodiversity losses and gains.

Transport and Access

The project will be installed below ground. To enable this a works corridor from Drax Power station to the coast at Easington is to be created enabling the project to be implemented. Drax power station will be used as a site compound within North Yorkshire. The installation of the pipeline crosses a number of neighbouring Highway Authorities including East Yorkshire and Lincolnshire County Council. Within North Yorkshire highway boundary, the pipeline corridor runs from Drax Power station around Drax Village crossing New Road and onto the River Aire.

A number if roads may be affected by the projects, including, Carr Line (open trench), Main Road (open trench), Brier Lane (open trench), New Lane (open trench), Wheels lane (open trench), Mill Lane (open trench), Seg Lane (open trench) – hote North Yorkshire assumed construction type.

The Local Highway Authority (LHA) has reviewed the information provided in the Scoping Report in terms of how the project will be assessed and agrees in principle with the information provided to prepare the next stage of the project. The LHA believes the project will impact on the minor road network as plant and materials are be moved around the works corridor. Therefore, the LHA consider its input into the preparation of the Construction Traffic Management Plan (CTMP) as critical to ensuring safety on the network and the success of the project. The CTMP from experience gain is likely to guide the contractor once working on site and help reduce issues on the network and keep the LHA involved with progress of the project.

The LHA notes that a Transport Assessment will be provided and include accident data and traffic flow information. This document shall include any cumulative development near to the site and includes the Helios Renewable Energy Project (NSIP) which is at examination stage at present.

The LHA looks to the developer to provide the volumes of traffic generated by the project at the construction phase and any junction assessments where the impact of traffic may cause severance. Work within the highway boundary will need to be co-ordinated with the LHA street works team and approved by the Engineer overseeing the work. This work will need to meet the design standards adhered to by the Council. These are namely, the Design Manual for Roads and Bridges and North Yorkshire Council's design standards and guidance. Any existing access points to be amended will need to meet these standards.

In terms of routing of plant and material, accesses points to the works corridor shall be kept to a minimum from the highway network and where possible travel across the project should be kept within the construction corridor. If any Abnormal Loads are required a routing plan will need to be prepared and agreed. It is expected the developer will establish haul roads within the works corridor.

The Scoping Report has identified a number of policy/guidance documents for pre application assessment and the LPA agrees these documents are relevant. The LHA does wish to bring to the attention of the developer the Council's design standards and guidance offered within these standard and would expect any work within the highway to follow these standards.

In terms of Public Rights of Way (PROW) there is potential for a number of routes to be affected by the proposed development. These routes must be safeguarded and incorporated into any proposed development for this area. It should be noted that minor changes are made to the network from time to time by application from the public, and that given the future timescales of these proposed plans, future consultation with the Countryside Access Service must be made to establish the alignment of the network at that stage.

It is essential that the nature of the PROWs is kept as is, where possible, and the surfaces, where possible, are kept as natural. The sections of paths within the sites should be managed to have a usable surface width of at least 2 metres for a Footpath.

The Applicants will be aware that it is an offence to disturb or obstruct a public right of way; if any works undertaken adjacent to, or on a PROW, that will disturb the surface or create an obstruction, either permanent or temporary, permission needs to be obtained from North Yorkshire Council prior to these works been undertaken. If because of the works public access cannot be maintained an application for a Temporary Closure Order would need to be made. Likewise, if there is any potential health and safety risks to the public using a route while works are being undertaken an application to temporary close the footpath would need to be made. If a closure is in place a temporary alternative route will be required where possible. PROWs cannot be temporarily or permanently moved or altered without a legal Order, and authorisation of the relevant local Authority.

Further comment regarding the individual sites can be provided once more in-depth plans are submitted showing layout and landscaping designs of the site.

Archaeology

Glossary – Non-Designated Heritage Asset (NDHA). Please refer to the Government Planning Practice Guidance for the official definition of this problematic term - Historic environment - GOV.UK (paragraphs

039 & 040). The definition in the glossary of the Scoping Report states that any heritage asset recorded in the Historic Environment Record (HER) is a NDHA and has a value equivalent to a designated asset. This is not the case. Many recorded sites on the HER are destroyed, having no remaining significance or may have very low value, for example, former 19th century clay or sand quarries. The term NDHA should only be used for assets specifically identified by a plan making body as having a degree of significance, such as those on a local list or neighbourhood plan. NYC would be more than happy for new NHDAs to be recommended through the current assessment process. The use of the term NHDA should be reviewed throughout the document.

NYC can confirm that they have previously engaged with the developer and their consultants through the Heritage Working Group as set out in Table 11-6. NYC are in agreement with the proposed assessment methodology including the Study Area (11.6) and the baseline data set out in 11.8.1.

The proposal to carry out specialist non-intrusive and intrusive archaeological fieldwork (para. 11.8.2) is noted. This work will be crucial to allow the appropriate mitigation measures to be identified as set out in section 11.9. It is understood from the Heritage Working Group meeting that the archaeological assessments will include a geoarchaeology assessment and geophysical surveys in the first instance. NYC look forward to working with the project team on reviewing the results of these non-intrusive surveys within the NYC portion of the development. This will allow us to determine the scope of intrusive fieldwork, such as trial trenching, to properly assess the significance of any deposits/anomalies identified.

Public Health

In terms of the assessment within North Yorkshire Council's administrative area, evidence identifying the impacts on a population though worry, fear and anxiety about the development can commence prior to the construction phase. As such, when assessing the impact upon populations in North Yorkshire the time frame should be from the date the scoping was made public; therefore a pre-construction assessment and narrative should be included for population impacts. North Yorkshire has a higher proportion of older people that the national average, who may have greater health and social care needs. The impact of severance and closure of roads (including temporary and on-going closures) should be considered in relation to the population being able to access essential care services.

Local Lead Flood Authority

No comments received from technical officers.

Contaminated Land

The Ground Conditions chapter discusses contaminated land and potential effects from the construction, operational and decommissioning phase. The report concludes that effects from all three phases on geology and hydrogeology will be assessed in the next stage of the assessment. It is not clear whether the effects on human health are included in this. To confirm, we expect the minimum Phase 1, desktop and site walkover survey for contaminated land to be submitted in support of the application.

Cumulative Impact Assessment

The cumulative impact assessment is in line with the PINS advice page. The Local Planning Authority (LPA) have provided input on the Applicant's initial Long List of Committed Developments in relation to schemes within NYC's administrative area. We anticipate continuing to work closely with the Applicant on this matter as the assessment progresses and have no further comment at this time.

If you require any further information, please do not hesitate to make contact.

Yours sincerely,

Trevor Watson Assistant Director - Planning



NYFRS Reference: Premises: 00414537

Job: 1311156

Harrogate Fire Station Skipton Road Harrogate North Yorkshire HG1 4LE

When telephoning please ask for: Sam Crossley Tel: 01423 857840

Fax: 01423 522403

Email: @northyorksfire.gov.uk

06 January 2025

Dear Sir or Madam,

Humber Carbon Capture Pipeline, Drax Power Station, New Road, Drax, YO8 8PQ

Receipt is acknowledged of your scoping consultation:

Dated: 03 January 2025 Plans No: EN0710003

Your communication has been dealt with as follows:

At this stage in the scoping process the York and North Yorkshire Combined Authority in its capacity as Fire and Rescue Authority ("YNYCA") have no observation to the proposed scheme. The YNYCA may make further comment at formal planning application stage.

The majority of information we collect regarding business fire safety is non-personalised information, however any personal data we collect will be managed in accordance with our Privacy Notice which can be viewed on our website, www.northyorksfire.gov.uk/about-us/data/privacy-policies/.

Under the Regulatory Reform Order 2005 we are obliged to publish a public register of enforcement action which can be viewed via our website, www.northyorksfire.gov.uk/about-us/financial/lists-and-registers/.

Should you require further information please contact the officer whose name appears at the head of the letter.

Yours faithfully.

S Crossley MiFireE

From:
To: Humber Carbon Capture Pipeline

Cc:
Subject: RE: EXT:EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and

Consultation

Date: 03 January 2025 12:36:21

Attachments:

HI

NGN has a number of gas assets in the vicinity of some of the identified "site development" locations. It is a possibility that some of these sites could be recorded as Major Accident Hazard Pipelines(MAHP), whilst other sites could contain High Pressure gas and as such there are Industry recognised restrictions associated to these installations which would effectively preclude close and certain types of development. The regulations now include "Population Density Restrictions" or limits within certain distances of some of our "HP" assets.

The gas assets mentioned above form part of the Northern Gas Networks "bulk supply" High Pressure Gas Transmission" system and are registered with the HSE as Major Accident Hazard Pipelines.

Any damage or disruption to these assets is likely to give rise to grave safety, environmental and security of supply issues.

NGN would expect you or anyone involved with the site (or any future developer) to take these restrictions into account and apply them as necessary in consultation with ourselves. We would be happy to discuss specific sites further or provide more details at your locations as necessary.

If you give specific site locations, we would be happy to provide gas maps of the area which include the locations of our assets.

(In terms of High Pressure gas pipelines, the routes of our MAHP's have already been lodged with members of the local Council's Planning Department)

Kind regards,

Donna Casey

Admin Assistant – Customer Operation Support

Northern Gas Networks



From:
To: Humber Carbon Capture Pipeline

Subject: EN0710003 Application by Net Zero North Sea Storage Limited (the applicant) for an Order granting

Date: 20 January 2025 12:11:19

Attachments:

Dear Sir / Madam

Thank you for your letter dated 3 January 20025 , having reviewed the relevant documentation I can confirm the Redcar and Cleveland Council have no comments to make on the submission. Kind regards

Adrian C Miller BA(Hons) Dip TP MRTPI

Head of Planning and Development Redcar and Cleveland Borough Council Seafield House Kirkleatham Street Redcar TS10 1SP

@redcar-cleveland.gov.uk

Website: http://www.redcar-cleveland.gov.uk

My usual in-office days are Monday and Tuesday



Proposed DCO Application by Net Zero North Sea Storage Limited for Humber Carbon Capture Pipeline

Royal Mail response to EIA Scoping Consultation

Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

Royal Mail's performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Accordingly, Royal Mail seeks to take all reasonable steps to protect its assets and operational interests from any potentially adverse impacts of proposed development.

Royal Mail and its advisor BNP Paribas Real Estate have reviewed the EIA Scoping Report dated January 2025.

There are eight operational Royal Mail properties within 7.5 miles of the proposed scheme boundary.

The construction phase of this infrastructure proposal has been identified as having potential to impact on Royal Mail operational interests, particularly if combined with cumulative impacts from other major development schemes in the area. However, currently Royal Mail is not able to provide a consultation response due to insufficient information being available to adequately assess the level of risk to its operation and the available mitigations for any risk. Consequently, Royal Mail wishes to reserve its position to submit a consultation response/s at a later stage in the consenting process and to give evidence at any future Public Examination, if required.

In the meantime, any further consultation information on this infrastructure proposal and any questions of Royal Mail should be sent to:

Holly Trotman @royalmail.com), Senior Planning Lawyer, Royal Mail Group Limited

Grace Russell @struttandparker.com) BNP Paribas Real Estate/Strutt & Parker

Please can you confirm receipt of this holding statement by Royal Mail.

Fnd





From:
To: Humber Carbon Capture Pipeline

Cc: Subject: EN0710003 Initial Response On Scheme Scoping Consultation

Date: 28 January 2025 11:24:32

Good Morning,

With regard to the request for consultation response regarding the above project I would advise that the proposed development crosses areas under the control of The Isle of Axholme and North Nottinghamshire Water Level Management Board. I can confirm that some early stage discussions have taken place with the applicant.

There are numerous watercourses that are likely to be impacted by the development, principally by the proposed route of the Pipeline but also potentially above ground installations and accommodation works.

I feel that it is important to raise some specific issues that will need to be considered further and in detail as a part of the DCO process.

All Board watercourses are subject to Byelaws, which are intended to protect the watercourses and the Board's ability to maintain them. With this in mind I would advise the following.

Byelaw Number 3 states that:

No person shall as a result of development (within the meaning of section 55 of the Town and Country Planning Act 1990 as amended ("the 1990 Act")) (whether or not such development is authorised by the 1990 Act or any regulation or order whatsoever or none of them) for any purpose by means of any channel, siphon, pipeline or sluice or by any other means whatsoever introduce any water into any watercourse in the District so as to directly or indirectly increase the flow or volume of water in any watercourse in the District (without the previous consent of the Board)."

Consent will only be granted for the increase in flow to a watercourse where the Board is happy that in doing so no demonstrable harm will be caused. It may be the case that appropriate mitigations are required to be put in place to either attenuate flow or to enhance the existing watercourse to ensure no detriment. If this is not possible alternative outfall locations may need to be considered.

Byelaw Number 10 states that:

No person without the previous consent of the Board shall erect any building or structure, whether temporary or permanent, or plant any tree, shrub, willow or other similar growth within nine metres of the landward toe of the bank where there is an embankment or wall or within nine metres of the top of the batter where there is no embankment or wall, or where the watercourse is enclosed within nine metres of the enclosing structure.

This will relate primarily to any above ground installations and their proximity to any Board maintained watercourses.

Byelaw number 17 states that:

No person shall without the previous consent of the Board -

- (a) place or affix or cause or permit to be placed or affixed any gas or water main or any pipe or appliance whatsoever or any electrical main or cable or wire in, under or over any watercourse or in, over or through any bank of any watercourse;
- (b) cut, pare, damage or remove or cause or permit to be cut, pared, damaged or removed any turf forming part of any bank of any watercourse, or dig for or remove or cause or permit to be dug for or removed any stone, gravel, clay, earth, timber or other material whatsoever forming part of any bank of any watercourse or do or cause or permit to be done anything in, to or upon such bank or any land adjoining such bank of such a nature as to cause damage to or endanger the stability of the bank;
- (c) make or cut or cause or permit to be made or cut any excavation or any tunnel or any drain, culvert or other passage for water in, into or out of any watercourse or in or through any bank of any watercourse;
- (d) erect or construct or cause or permit to be erected or constructed any fence, post, pylon, wall, wharf, jetty, pier, quay, bridge, loading stage, piling, groyne, revetment or any other building or structure whatsoever in, over or across any watercourse or in or on any bank thereof;

(e) place or fix or cause or permit to be placed or fixed any engine or mechanical contrivance whatsoever in, under or over any watercourse or in, over or on any bank of any watercourse in such a manner or for such length of time as to cause damage to the watercourse or banks thereof or obstruct the flow of water in, into or out of such watercourse.

Provided that this Byelaw shall not apply to any temporary work executed in an emergency but a person executing any work so excepted shall, as soon as practicable, inform the Board in writing of the execution and of the circumstances in which it was executed and comply with any reasonable directions the Board may give with regard thereto.

The Board will require all watercourses to be crossed by means of an appropriate trenchless method at a depth no less than 2 metres PLUS the safe working distance below the hard bed level of all watercourses (to ODN if EA or IDB maintained).

The purpose of this requirement is to allow the IDB to maintain and have the flexibility to improve watercourses in the future due to climate change (works will include deepening & widening of watercourses).

Any culverting or other works within the bed of any Board maintained watercourse be they temporary or permanent will require consent. It will usually be assumed that these structures will be temporary measures to accommodate haul roads etc.

It is anticipated that the above requirements would be covered by SOCGs, MOU, and via Protective Provisions within the DCO. This matter should be discussed further and in more detail as the proposed route is refined.

Any culverting or other works within the bed of any riparian watercourse within the Board's district or extended area, be they temporary or permanent will also require consent.

It should be noted that the Board's consent is required irrespective of any permission gained under the Town and Country Planning Act 1990. The Board's consent will only be granted where proposals are not detrimental to the flow or stability of the watercourse/culvert or the Board's machinery access to the watercourse/culvert which is required for annual maintenance, periodic improvement and emergency works. The Board would not look to be disapplying these powers unless they have been suitably agreed and covered within the protected provisions embedded within the DCO.

I hope that the above is of assistance and I look forward to further ongoing detailed discussions with regard to the proposal.

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Lindsey Marsh Drainage Board Wellington House, Ma<u>nby Park, Manby, Lou</u>th, Lincolnshire, LN11 8UU From:

To: <u>Humber Carbon Capture Pipeline</u>

Subject: FW: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and

Consultation

**Date:** 29 January 2025 15:05:25

#### **Dear Sirs**

Thorngumbald Parish Council recognises that it is in everyone's best interest to reduce carbon emissions and is keen to play its part. The concerns with this proposed development, based on the limited information available, are

- investment would be better focused on long term renewable energy
- by the time this development is delivered carbon capture will be old technology, this is too late
- geological capacity for carbon storage under the North Sea is limited making this a limited solution.

Kind regards,

Mrs Avril Russell – Clerk/RFO

On behalf of Thorngumbald Parish Council

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Environmental Hazards and Emergencies Department Seaton House, City Link London Road Nottingham, NG2 4LA nsipconsultations@ukhsa.gov.uk www.gov.uk/ukhsa

Your Ref: EN0710003 Our Ref: 91649

Environmental Services
Operations Group 3
Temple Quay House
2 The Square
Bristol, BS1 6PN

24 January 2025

Dear Sir/Madam,

Nationally Significant Infrastructure Project Humber Carbon Capture Pipeline, PINS Reference EN0710003 Scoping Consultation Stage

Thank you for including the UK Health Security Agency (UKHSA) in the scoping consultation phase of the above application. *Please note that we request views from the Office for Health Improvement and Disparities (OHID) and the response provided below is sent on behalf of both UKHSA and OHID.* The response is impartial and independent.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.

Having considered the submitted scoping report we wish to make the following comments:

## **Environmental Public Health**

We understand that the promoter will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in the Environmental Statement (ES) and we recognise the promoter's proposal to include a health section. We believe the summation of relevant issues into a

specific section of the report provides a focus which ensures that public health is given adequate consideration. The section should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.

In terms of the level of detail to be included in an ES, we recognise that the differing nature of projects is such that their impacts will vary. UKHSA and OHID's predecessor organisation Public Health England produced an advice document *Advice on the content of Environmental Statements accompanying an application under the NSIP Regime*', setting out aspects to be addressed within the Environmental Statement<sup>1</sup>. This advice document and its recommendations are still valid and should be considered when preparing an ES. Please note that where impacts relating to health and/or further assessments are scoped out, promoters should fully explain and justify this within the submitted documentation.

Our position is that pollutants associated with road traffic or combustion, particularly particulate matter, and oxides of nitrogen, are non-threshold; i.e, an exposed population is likely to be subject to potential harm at any level and that reducing public exposure to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards will have potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure) and maximise co-benefits (such as physical exercise). We encourage their consideration during development design, environmental and health impact assessment, and development consent.

For potential electromagnetic field (EMF) health impacts, UKHSA requests more information about the electrical infrastructure associated with the project. Please refer to the following code of practice, which defines the criteria for demonstrating compliance with the public exposure guidelines, including the operational conditions for scoping out electrical infrastructure:

## Power Lines: Demonstrating compliance with EMF public exposure guidelines

More information is available in the following advice document produced by Public Health England, a UKHSA predecessor body<sup>1</sup>.

Yours sincerely,

On behalf of UK Health Security Agency

<sup>&</sup>lt;sup>1</sup> Advice on the content of Environmental Statements accompanying an application under the Nationally Significant Infrastructure Planning Regime

| Please mark any correspondence for the attention of National Infrastructure Planning<br>Administration. |  |
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The Planning Inspectorate

Humber Carbon Capture Pipeline

Guildhall Marshall's Yard Gainsborough Lincolnshire DN21 2NA

Telephone Web www.west-lindsey.gov.uk

Planning.customer.care@west-lindsey.gov.uk

Date: 13/01/2025

Sent by email to: HumberCCpipeline@planninginspectorat e.gov.uk

Dear Sir/Madam

Application Number: WL/2025/00009

**Proposal:** PINS consultation on behalf of the Secretary of State regarding information (Scoping Opinion) to be provided in an Environmental Statement - Ref: EN0710003

**Location:** Humber Carbon Capture Pipeline

Thank you for your consultation regarding the information to be provided in an Environmental Statement for the Humber Carbon Capture Pipeline.

Given the projects distance away from the administrative boundary of West Lindsey, we confirm that we have no comments to make on the information to be provided in the Environmental Statement.

Yours faithfully

Miss Danielle Peck

Senior Development Management Officer

On behalf of West Lindsey District Council

If you require this letter in another format e.g. large print, please contact Customer Services on 01427 676676, by email customer.services@west-lindsey.gov.uk or by asking any of the

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From:
To: Humber Carbon Capture Pipeline

**Subject:** ES Scoping process **Date:** 29 January 2025 09:57:18

Attachments:

Dear PINS,

Many Thanks for your letter with reference to application EN0710003, Humber CCP ( ES Scoping process).

I can confirm that we have no comments at this stage.

As an IDB, we would like to be consulted later in the application process regarding construction works within in or close to all watercourses that are not EA main River.

Many Thanks Mark Ketley

## **Mark Ketley**

**Projects Engineer** 



Witham First District Internal Drainage Board Witham Third District Internal Drainage Board Upper Witham Internal Drainage Board North East Lindsey Drainage Board

Witham House, Meadow Lane, North Hykeham, LN6 9GJ

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From:

To:

**Humber Carbon Capture Pipeline** 

Subject: Date: RE: EN0710003 - Humber Carbon Capture Pipeline - EIA Scoping Regulation 11 Notification and Consultation

07 January 2025 10:30:07

**Attachments:** 



Good morning,

Thank you for your consultation on the proposed Humber Carbon Capture Pipeline. I am responding on behalf of Yorkshire and Humber Drainage Boards, a consortium of 8 Internal Drainage Boards in the Yorkshire area. Several of our Boards may be affected by the proposal.

We have been involved in initial discussions with the developer and would encourage these discussions to be ongoing as the details of the proposal are developed.

As part of a DCO, we will be seeking protective provisions that maintain the rights and powers of the Board afforded to it by the Land Drainage Act 1991 and local Land Drainage Byelaws. Again we would welcome consultation on proposed protective provisions to allow us to comment at as early a stage as possible and seek legal opinion if necessary.

At this stage we would like to raise our concerns regarding, from the Board's perspective, the key consideration for the project, that being proposed methods of watercourse crossings. The Board's position is that 'Board-maintained' watercourses, those being ordinary watercourses that form the definitive maintenance map of arterial watercourses (published on our website), should be crossed using trenchless methods, and avoiding open cutting. Smaller ordinary watercourses, ie. those not maintained by the Board, may be crossed using open-cut methods.

We are concerned that the information provided at this stage suggests that only large main rivers will be crossed using trenchless methods. There are several watercourses along the proposed route, for example Swinefleet Warping Drain, that are large, deep watercourses with significant flow and in some cases raised banks. It will be unfeasible to cross these watercourses using open-cut methods. In other cases, the use of open-cutting would effectively sever large surface water catchments, leading to significant flood risk while the crossing is undertaken. There is also increased long-term flood risk caused by the weakening of banks where crossings have taken place, given the typically soft ground conditions across our Board districts.

While we are open to alternative proposals for specific watercourses, should information be provided that demonstrates the viability of alternative crossing methods and no impact on flood risk either during of after construction, our default position is to firmly object to any opencutting of Board-maintained, arterial watercourses. We will seek to maintain this position either through our powers under the LDA and Byelaws, or through the use of protective provisions. We should point out that this has been the Board's position at all stages of this proposal, including in previous iterations of the project.