



Humber Low Carbon Pipelines project

Stage 1 Non-Statutory Consultation
Feedback Report

March 2022

nationalgrid

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Humber Low Carbon Pipelines

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1. Introduction

1.1 Purpose of this Report

- 1.1.1 This Consultation Feedback Report (hereafter referred to as the Stage 1 Non-Statutory Consultation CFR) has been produced by Wood on behalf of National Grid Carbon Limited, a part of National Grid Ventures, a division of National Grid plc, responsible for developing and operating businesses in the UK and USA (and hereinafter referred to as National Grid Ventures). The Stage 1 Non-Statutory Consultation CFR presents the results of the Stage 1 non-statutory pre-application consultation that took place on the Humber Low Carbon Pipelines Project (hereafter referred to as the Project) between 20 September 2021 and 22 October 2021.
- 1.1.2 This Stage 1 Non-Statutory Consultation CFR sets out details of the consultation undertaken, and provides a summary of the feedback received in relation to the Project from prescribed consultees, local communities and wider/other consultees. It presents National Grid Ventures' responses to the consultation feedback received, explaining how National Grid Ventures has had regard to the feedback in preparing the Project to inform the identification of a preferred pipeline route corridor option.
- 1.1.3 This Stage 1 Non-Statutory Consultation CFR will inform the Consultation Report that is required to accompany the Development Consent Order (DCO) application produced for the Project. The document is provided for information only and we are not seeking views on its content.

1.2 Who is National Grid Ventures?

- 1.2.1 National Grid Ventures is part of the National Grid group. By developing, operating and investing in innovative projects and partnerships, it is helping to develop a cleaner future for the UK.
- 1.2.2 National Grid Ventures has a long track record of developing and operating energy infrastructure across the UK and United States, leveraging its experience and knowledge of gas and electricity networks, including direct experience in developing solutions for the transportation and storage of carbon dioxide (CO₂).

1.3 Background to the Project

- 1.3.1 The Humber region is an important part of the UK economy, contributing £18 billion each year and providing 55,000 jobs across a range of industries including refineries, petrochemicals, steelmaking and power generation.
- 1.3.2 As the UK's largest industrial cluster, the Humber is responsible for producing around 12.4 million tonnes of carbon dioxide emissions per year. This means it can play a crucial part in helping the UK to transition to a low carbon economy and reach its ambitions around net-zero by 2050. In October 2021, the East Coast Cluster (of which the Project forms part), was named by the Government as one of the UK's 'Track One' carbon capture, usage and storage (CCUS) clusters. The development of CCUS and low carbon hydrogen technologies can help to decarbonise the UK's major industrial

powerhouse. By accelerating the green transformation in the Humber, we can future proof our businesses, secure long-term jobs and attract inward investment.

- 1.3.3 National Grid Ventures' proposals are to create an onshore network of underground pipelines for the Humber region to transport hydrogen and captured carbon dioxide. Together, these pipelines will help the Humber region to decarbonise, supporting a low carbon future, the region's economy and the UK's vision for net zero by 2050.
- 1.3.4 The proposed pipeline network will comprise two underground pipelines – one for carbon dioxide and the other for hydrogen and are intended to connect to major industrial emitters and power generators in the Humber region.
- 1.3.5 The pipelines will continue to a landfall point on the Holderness coast. The onshore carbon dioxide pipeline will then connect to a pumping facility to increase the pressure of the carbon dioxide for onward transportation via an offshore pipeline to the Endurance offshore underground storage site.
- 1.3.6 The Project will also include a number of above ground installations (AGIs) and a tunnel under the River Humber.
- 1.3.7 Initial appraisal work on route corridor options began in 2019 when with the identification of a wide range of possible pipeline route corridor options and assessment of the broad constraints across a study area spanning the north and south of the Humber.
- 1.3.8 Through further analysis we identified physical, environmental and social features that could influence the routeing options, alongside technical constraints, the location of emitters and consideration of other existing or proposed developments in the region. This led to the emergence of two potential route configurations that were taken forward and appraised. These were:
- Configuration A: this route would run underground from Drax power station to Killingholme, cross the Humber via a tunnel then continue from Saltend to a landfall location on the Holderness Coast.
 - Configuration B: this route would run underground from Drax power station to Killingholme in the south of the Humber, cross the River Ouse, travel north of the Humber to Saltend and then continue on to the landfall.
- 1.3.9 Following the initial appraisal, Configuration A was identified as the preferred option on the balance of environmental, social, technical and cost factors and non-statutory consultation was undertaken on route corridors based on Configuration A.
- 1.3.10 Additional information in relation to the development and assessment of route corridor options is contained in the Humber Low Carbon Pipelines Route Corridor Report (September 2021).

1.4 Structure of the Report

- 1.4.1 This Stage 1 Non-Statutory Consultation CFR is set out as follows:
- **Approach to public consultation** – sets out who was consulted and the methods used during the consultation.
 - **Feedback mechanisms** – provides details of the ways consultees could provide feedback and describes how the analysis of feedback was managed.

- **Feedback received by topic** – presents a summary of the feedback received by theme, broken down by consultee type.
- **Response to feedback received** – provides National Grid Ventures' response to issues raised in the consultation.
- **Summary and next steps** – sets out the next steps in the consultation and engagement process.

2. Approach to public consultation

This section outlines National Grid Ventures' approach to the initial non-statutory stage of public consultation, including its strategy, aims, and the details of method and approach to consultation and engagement.

2.1 Consultation strategy

- 2.1.1 National Grid Ventures is committed to delivering projects that are as inclusive as possible and place equality, diversity and inclusion at the heart of its business planning and decision-making.
- 2.1.2 From an early stage, the project team engaged with key stakeholders including relevant local authorities. Initial meetings and briefings explored early pipeline route corridor options and provided these stakeholders with the opportunity to comment on the consultation strategy ahead of implementation.
- 2.1.3 In advance of the consultation, pre-consultation briefing meetings took place with the stakeholders identified in **Table 2.1**.

Table 2.1 – Dates of pre-consultation briefing meetings with stakeholders

Stakeholder	Meeting date
Environment Agency	1 April 2021 22 July 2021
North Yorkshire County Council	14 April 2021
East Riding of Yorkshire Council	15 April 2021
Lincolnshire County Council	19 April 2021
Humber Nature Partnership	20 April 2021 27 May 2021
North Lincolnshire Council	21 April 2021
The Planning Inspectorate	1 Dec 2020 23 April 2021 30 June 2021
Selby District Council	27 April 2021
Yorkshire Marine Nature Partnership	4 May 2021 19 May 2021
Natural England	14 June 2021
Historic England	14 July 2021

Marine Management Organisation	21 July 2021
National Highways	20 August 2021

- 2.1.4 Further meetings were offered to and held with the six host local authorities, to the emerging route corridor options to provide updates on the Project and invite feedback on the proposed approach to consultation and inform the draft consultation strategy. Meetings were also held with local authorities with boundaries were close to the potential route options. Meetings were held with the local authorities identified in **Table 2.2**, with an offer of a meeting to Selby District Council. The draft consultation strategy was shared with all local authorities between 2 and 5 July 2021 for review and feedback.

Table 2.2 – Dates of update meetings local authorities prior to consultation

Stakeholder	Meeting date
North Yorkshire County Council	22 June 2021
Hull City Council	25 June 2021
Lincolnshire County Council	23 June 2021
East Riding of Yorkshire Council	24 June 2021
North Lincolnshire Council	2 July 2021
West Lindsey District Council	5 July 2021
North Lincolnshire Council	13 Sept 2021

- 2.1.5 Local Members of Parliament (MPs) whose constituencies host, or are located adjacent to, the proposed route corridors were also identified and engaged with in advance of the consultation. Briefing letters were issued via e mail to Nigel Adams MP (Selby and Ainsty), Graham Stuart MP (Beverley and Holderness), Holly Mumby-Croft MP (Scunthorpe); Martin Vickers MP (Cleethorpes) and Sir Edward Leigh MP (Gainsborough) on 5 September 2021 to introduce the proposals and provide advanced notice of the forthcoming consultation.
- 2.1.6 The strategy set out a variety of means of information sharing and engagement, focusing on raising wide awareness of and providing easy access to the consultation, with easy-to-understand information. To provide a broad reach and accessibility for all of those living and working in the area, and against the backdrop of the ongoing COVID-19 pandemic, the Project focused on a digital-first approach, with a significant proportion of activities delivered online. Online activities were optimised to support access from mobile devices such as via phones and tablets, as well as desktop devices.
- 2.1.7 A digital-first approach provided the flexibility needed to meet different working patterns and engage with a wider range of audiences across a large geographical area. This

approach was also in line with the latest guidance from the Planning Inspectorate¹, updated in response to the Coronavirus (COVID 19) pandemic and guidance from Government.² It provided opportunities to ensure activities were suitable to those with disabilities or who have health and mobility difficulties.

- 2.1.8 As the region and country continued to endure the pandemic, a digital-first approach supported the safeguarding of the consultation and ensured that people could continue to participate, even in the event of future COVID-19 outbreaks, guidance or rules, or personal concerns over COVID 19.
- 2.1.9 The Project sought to ensure that consultees could provide responses via non-digital approaches, including Freepost. For those who required more information about the project, a freephone number was provided.
- 2.1.10 Subject to COVID 19 restrictions, the Project plans to undertake in-person events at future consultation stages. These will be considered where appropriate, and as informed through discussion with Local Planning Authorities and other guidance from Government as it emerges.

2.2 Consultation purpose

- 2.2.1 National Grid Ventures developed broad pipeline route corridor options (roughly one kilometre wide) within which the underground pipelines and associated infrastructure could potentially be located. In some areas there is more than one potential route corridor option. While the hydrogen pipeline and carbon dioxide pipeline may run in parallel along sections of the indicative route corridors, this will be subject to the needs of each location. The routeing and design plans will be informed by the outcome of the Government's cluster sequencing decision for CCUS deployment, alongside technical studies, site investigations and the feedback received through consultation. Provided below is a map which sets out sections A, B and C which were created for the purposes of this phase of the consultation of the proposals and the route corridor options by section identified for the purposes of this consultation.

¹ The Planning Inspectorate, 'Advice Note Fourteen: Compiling the Consultation Report' (updated February 2021) <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-fourteen-compiling-the-consultation-report/>

² Cabinet Office, 'Consultation principles: guidance' (updated March 2018) <https://www.gov.uk/government/publications/consultation-principles-guidance>

Figure 2.1 – Sections A, B and C of the proposals and the route corridor options for each section



2.2.2 The purpose of the Stage 1 non-statutory consultation on route corridor options was to:

- Introduce the pipeline network ambition and technology to the region;
- Obtain feedback on the route corridor options presented as a result of initial optioneering;
- Provide information on the interface of the onshore/offshore pipelines as well as the full chain capture, transport and store process; and
- Provide the opportunity to share feedback on any other aspect of the Project.

2.2.3 It enabled interested parties to view information on the draft proposals, and to provide comments on the route corridor options and other aspects of the Project.

2.3 When did it take place?

2.3.1 The consultation opened on Monday 20 September 2021 and closed on Friday 22 October 2021.

2.4 Who was consulted?

2.4.1 The consultation was open to all. It was widely publicised via letters, leaflets, newspaper adverts, and social media. Notifications were specifically targeted at local residents, stakeholders, and identified landowners within the route corridor options.

- 2.4.2 The Project identified a consultation zone which covered all residential and commercial addresses within an area 250m either side of the route corridor options. Leaflets were sent to 11,104 addresses within this zone.
- 2.4.3 The Project also developed a stakeholder database, which included identified statutory consultees, relevant local authorities and other local stakeholders of interest. In addition, all those which had been identified through enquiries with an interest in land (section 44) and a wide range of community and other non-statutory stakeholders were identified and notified of the consultation.

2.5 Notification and publicity

- 2.5.1 At the start of the consultation, the Project sent leaflets to 11,598 local addresses, including residential and commercial properties with the consultation zone and landowners. This included the 11,104 addresses within the consultation zone and an additional 494 addresses for landowners identified, through enquiries to date, with an interest in land along the potential route corridors. A copy of the leaflet is provided in **Appendix A**.
- 2.5.2 A total of 370 letters were sent out to stakeholders to notify them of the consultation, which included identified prescribed consultees under section 42 and section 43 of the Planning Act 2008 (PA 2008). E mails were also sent to five MPs, the six host local planning authorities, and 64 parish councils, identified in **Appendix I**, to notify them of the consultation start and finish dates and inviting their feedback. As part of the consultation, adverts were published in six local papers to provide wider publicity of this first phase of non-statutory consultation, the schedule of these adverts is set out within **Table 2.3**:

Table 2.3 – Newspaper advertisement publication dates

Newspaper	Advert 1	Advert 2
Grimsby Telegraph	Monday 20 September	Monday 27 September
Hull Daily Mail	Monday 20 September	Monday 27 September
Yorkshire Post	Monday 20 September	Monday 27 September
Goole Times	Thursday 23 September	N/A
Holderness and Hornsea Gazette	Thursday 23 September	N/A
Scunthorpe Telegraph	Thursday 23 September	Thursday 30 September

- 2.5.3 In advance of the close of the consultation, a tweet was posted on the National Grid UK Twitter page on the 19th of October, to publicise the consultation and imminent feedback deadline. The tweet included which included a video, and link to the Humber Low Carbon Pipelines website.

2.6 Consultation methods and approaches

- 2.6.1 To encourage participation in the consultation and to provide people with information, a range of activities were undertaken. The project team were also available via phone and email to respond to any enquiries throughout the consultation period.

A digital first approach

- 2.6.2 The approach to the consultation was to use digital materials in the first instance. Consultees were encouraged to view and obtain project information and provide feedback online. The Project website address (www.nationalgrid.com/humberpipelines) was included in all consultation and promotional materials.
- 2.6.3 From September 2021 to January 2022, the project website received 2,259 visits from 1,777 unique visitors.

Consultation materials

- 2.6.4 A variety of materials were created. Collectively these publicised the consultation and provided detail about the proposals so consultees could choose the information relevant to them. Materials were written and produced so they were easy to understand and made good use of images and diagrams to aid accessibility.

Table 2.4 – List of consultation materials

Consultation material	Detail	No. of downloads from project website
Consultation strategy	Reference document outlining how consultation would be carried out.	110
Consultation leaflet	Notifying residents that the consultation was open, and sharing project website address, freepost address, phone number, and list of deposit locations. This is presented in Appendix A for reference.	N/A (not provided on website)
Project website	<p>The project website (www.nationalgrid.com/humberpipelines) was a key and a primary tool for the consultation and the main way to gather information and provide feedback. It held all consultation materials, technical documents and the project film. Images of the project website are provided in Appendix B.</p> <p>To help people provide feedback about their specific location and key issues, an interactive digital tool was provided called ConsultOnline, accessed via the project website. Images of the ConsultOnline web pages are presented in Appendix C for reference.</p>	N/A
Project brochure	Non-technical information brochure providing information on specific topics such as routeing, above	409

	ground infrastructure, construction, the planning process, and approach to the environment. This is provided in Appendix D .	
Technical document – Route options report	The route corridor options report was published to explain how the route options have been developed. This was shared on the project website. ³	522
Project film	Published during consultation.	62 (views)

Webinars

- 2.6.5 Two live presentations including a live Q&A on the Project and consultation took place on Wednesday 6 October and Thursday 14 October 2021, available to attend via pre-registration on the project website. The slides provided in the presentation were included on the project website, where they received 83 downloads, and are included in **Appendix E**.

Deposit locations

- 2.6.6 In addition to materials being available on the website and on request, consultation materials were deposited at 17 venues including local libraries and council offices along the route for anyone wishing to access them. The full list of deposit locations was provided on the project website, where it received 182 downloads, and is available in **Appendix F**.

Enquiries and information

- 2.6.7 National Grid Ventures provided a dedicated contact team for the duration of the consultation. The team were contactable via:
- Freephone (0800 860 6255) and,
 - Email (HumberLowCarbon@nationalgrid.com).

Requests for documentation

- 2.6.8 Consultation materials including the technical materials were available to download from the project website. On request, the project team provided via post hard copies of consultation materials, including the consultation brochure, feedback form, and copies of the project maps.

2.7 Technical engagement

- 2.7.1 In parallel to the public consultation and following on from the briefings and meetings that took place on the Consultation Strategy, the project team has been keen to have

³ <https://www.nationalgrid.com/document/143566/download>

early technical engagement with stakeholders in particular on the approach to the Environmental Impact Assessment (EIA) and the EIA Scoping stage. This stage of engagement, which remains ongoing, began in earnest in September 2021 (with some introductory meetings held before then) and has, to date, focussed largely on engagement with the six host local authorities through which the route corridors pass and statutory consultees.

2.7.2 The purpose of this engagement has been to:

- Update stakeholders on the Project;
- Provide specific details on the route corridor options;
- Provide an overview of the nature of the pipeline and the need for associated Above Ground Installations;
- Establish a protocol for ongoing technical engagement on key topics;
- Request data and evidence to support the assessment of the route and,
- Begin to discuss survey and assessment methodologies and help to inform the EIA Scoping Report.

2.7.3 **Table 2.5** summarises the meetings held. In most cases meetings have followed the following general format:

- An initial meeting has been held to introduce the technical team working on behalf of National Grid Ventures and establish protocol;
- Follow up meetings have been held to discuss specific details; and,
- Where relevant written documents summarising proposed survey methods and approaches to assessment have been shared for comment.

2.7.4 Engagement will remain ongoing through the EIA Scoping stage providing an opportunity for the Local Planning Authorities (LPAs) and statutory consultees to comment on the emerging EIA methodologies for each of the key topics. It is intended that method statements will be shared, where appropriate ahead of the formal EIA Scoping Report as a basis for agreement and providing an opportunity for discussion around key issues. Where required, Planning Performance Agreements (or similar) are being set up to provide a formal basis for ongoing conversations.

2.7.5 It is intended that early Statements of Common Ground will be progressed to support the EIA Scoping Report and these will document the matters agreed during this early phase, therefore helping to provide clarity on any outstanding issues. The Statements of Common Ground will then be further evolved/updated for the DCO submission stage.

2.7.6 In addition to the specific meetings listed in **Table 2.5** there has been ongoing communication to request data and share information.

Table 2.5 – Technical engagement with stakeholders up to 18/11/2021

Stakeholder	Meeting date	Purpose
East Riding of Yorkshire Council (ERYC)	14/09/21	Initial meeting with lead planning officers to agree protocol for technical engagement

	22/09/21	Briefing for technical/discipline specific officers
	12/10/21	Meeting to discuss historic environment assessment and survey methodology
North Lincolnshire Council (NLC)	10/09/21	Initial meeting with lead planning officers to agree protocol for technical engagement
	29/09/21	Briefing for technical/discipline specific officers
	07/10/21	Meeting to discuss historic environment assessment and survey methodology
Selby District Council (SDC)	13/09/21 (joint meeting with NYCC)	Initial meeting with lead planning officers to agree protocol for technical engagement
	13/10/21 (joint meeting with NYCC)	Briefing for technical/discipline specific officers
North Yorkshire County Council (NYCC)	13/9/21 (joint meeting with SDC)	Initial meeting with lead planning officers to agree protocol for technical engagement
	13/10/21 (joint meeting with SDC)	Briefing for technical/discipline specific officers
West Lindsey District Council (WLDC)	22/9/21	Initial meeting with lead planning officers to agree protocol for technical engagement
	07/10/21 (joint meeting with LCC)	Briefing for technical/discipline specific officers
	20/10/21	Meeting to discuss historic environment assessment and survey methodology
Lincolnshire County Council (LCC)	15/09/21	Initial meeting with lead planning officers to agree protocol for technical engagement
	07/10/21 (joint meeting with WLDC)	Briefing for technical/discipline specific officers
	20/10/21	Meeting to discuss historic environment assessment and survey methodology
Natural England	May 2021 (by email)	Introduction to the Project
	June to September 2021	Initial conversations and review of method note on survey methodologies for wintering birds
Environment Agency	22/7/21	Introduction to the Project
	08/11/21	Initial meeting with officers and technical specialists to agree protocol for technical engagement and highlight key issues for ongoing engagement
Historic England	14/07/21	Introduction to the Project

	14/10/21	Initial meeting with officers and technical specialists to agree protocol for technical engagement and highlight key issues for ongoing engagement
National Highways	20/08/21	Introduction to the Project
	18/11/21	Initial meeting with officers and technical specialists to agree protocol for technical engagement and highlight key issues for ongoing engagement
Marine Management Organisation (MMO)	21/07/21	Introduction to the Project

3. Feedback mechanisms

This section outlines the ways consultees could provide feedback into the consultation and how the analysis of feedback was managed.

3.1 How consultees could respond

- 3.1.1 Stakeholders and individuals were able to complete a response and/or provide separate comments through one of the response channels set out in **Table 3.1**.
- 3.1.2 The Project set out on the website and within all consultation materials that all responses were required by the stated consultation deadline. The Project did however receive and accept responses submitted after that date and time. Informal feedback was collected and collated for review separately as part of our ongoing engagement work to inform the Project.

Table 3.1 – List of feedback methods

Feedback method	Details
Interactive website (pins on a map)	Drop a pin on a map with feedback, known as ConsultOnline, accessed via: www.nationalgrid.com/humberpipelines
Digital feedback form	Fill in and submit the response online via the project website
Hard-copy feedback form	Fill in and submit the response via post
Freepost	Post the consultation form or comments to the consultation freepost address, FREEPOST HLCP NATIONAL GRID.
E-mail	E-mail comments or a completed response form to HumberLowCarbon@nationalgrid.com

3.2 Number of responses received

- 3.2.1 A total of 79 pieces of feedback were received to the consultation. All were coded and analysed in line with the approach detailed below and were reported on as valid consultation responses.
- 3.2.2 Responses were received from national and local organisations, businesses, local authorities, and members of the community. The feedback received comprised:
- Online feedback forms – 19
 - Hard-copy feedback forms – 2
 - Interactive website / pins on a map – 16

- Emails – 42
- Letters and other responses received to the Freepost - 0

3.2.3 Following the close of the consultation period, a review of consultees that were informed of the consultation was undertaken and it was identified that through an administrative error a number of Parish Councils were not included. These Parish Councils were provided with an extended period within which to provide feedback from between the 7th December until the 11th January to take account of the administrative error and also the holiday period. The affected Parish Councils are set out in Table 3.2 below.

Table 3.2 – List of Parish Councils provided with additional time to respond

Parish Council
Airmyn Parish Council
Alkborough and Walcot Parish Council
Bigby Parish Council
Brigg Town Council
Broughton Town Council
Cadney Cum Howsham Parish Council
Elstronwick Parish Council
Garthorpe and Fockerby Parish Council
Hibaldstow Parish Council
Manton Parish Council
Messingham Parish Council
Rawcliffe Parish Council
Winteringham Parish Council

3.2.4 As the period for providing responses to the consultation was extended to support Parish Councils providing responses further responses which were received within this period from other stakeholders were also taken in to account.

3.2.5 A further five responses (included in the number of responses set out in para 3.2.2) were received following the close of the consultation period which included two from Parish Councils, Businesses and one member of the community. These are reported on separately in **Chapter 6**.

3.3 Data processing and analysis

- 3.3.1 All responses received (through the online and hardcopy feedback form and by email) were logged with a unique 5-digit identification number before being uploaded into a coding software platform to allow for analysis.
- 3.3.2 A coding framework was developed to provide a list of topics and themes raised in the consultation feedback. The framework was applied by analysts to all feedback received, to capture and organise the issues raised in a consistent way. The coding framework consisted of the following topics:
- Compensation;
 - Consultation;
 - Construction;
 - Environment;
 - General;
 - Information;
 - Major Accidents and Safety;
 - Route corridor A;
 - Route corridor B;
 - Route corridor C; and
 - Technology.
- 3.3.3 Once the coding framework had been applied to the feedback received, similar themes were grouped together and organised into categories. Summaries of the feedback by topic and theme were provided to National Grid Ventures together with the full consultation responses to enable them to consider feedback and take it into account in the development, assessment, and evaluation processes.
- 3.3.4 All personal data received as part of the consultation was processed in accordance with General Data Protection Regulation (GDPR) 2018.

3.4 Quality assurance

- 3.4.1 Quality assurance measures were put in place to ensure that responses were accurately captured and analysed. A minimum of 50% of the coding of each analyst was quality checked or verified. This was undertaken by double coding a portion of each coder's outputs to ensure consistency in approach.
- 3.4.2 Team meetings were held, and updates issued, to discuss the process and compare working notes to ensure that a consistent and accurate approach was taken by each analyst. The project team also reviewed the summary and raw data reports.

4. Feedback received by topic – Prescribed Consultees

4.1.1 A total of 17 prescribed consultees - stakeholders who National Grid are required to consult with under Section 42 of the Planning Act 2008 - provided comments to the consultation, which fell into the following topics within the coding framework:

- Compensation;
- Consultation;
- Construction;
- Environment;
- General;
- Information;
- Major Accidents and Safety and,
- Route corridor A.

4.1.2 Where comments were not provided by prescribed consultees for topics within the coding framework these headings are not shown.

Compensation

Compensation for communities

4.1.3 In relation to the topic of compensation, a single prescribed consultee, namely Holmpton Parish Council, provided comments. They requested information on possible compensation for future construction works.

Consultation

Continued engagement

4.1.4 The Environment Agency, Holmpton Parish Council and the Ministry of Defence (MoD) requested that they be kept engaged as the Project progresses through future stages of development and consultation.

4.1.5 A number of consultees provided more detailed requests and suggestions that they be engaged on specific areas relating to their statutory duties and interests. These included the Environment Agency requesting discussions on nearby environmental permitted sites and linkage with habitat creation and management schemes, and Network Rail suggesting National Grid Ventures take part in their stakeholder workshops on biodiversity action plans.

4.1.6 The Environment Agency also requested that they be notified if any legislative requirements relevant to them were to be disappplied in relation to scheme development for the Project.

Consultation content

- 4.1.7 Burton upon Stather Parish Council and Royal Mail raised concerns that the information in the consultation materials was insufficient to provide an informed response, and that more detailed information would be required to be able to assess the impacts of the project on their interests. National Highways provided comments suggesting that they required specific information on sites and road crossings in order to respond to the consultation.

Construction

Impacts on businesses

- 4.1.8 Royal Mail expressed concern that the construction phase of the proposed development could potentially impact upon its operations within the region.

Construction approach

- 4.1.9 The Coal Authority advised that based on the current design of the Project, it is located within a coalfield area but not within a Development High Risk Area. They also said that there are no recorded coal mining legacy hazards at shallow depths that would need to be considered by the Project.
- 4.1.10 The Canal & River Trust raised concern over micro tunnelling or boring below canals and rivers. They advised, and requested, adequate design and management of the construction phase to be applied to these elements to ensure that no undermining or collapse of waterways occurs. To ensure the correct design and implementation of micro tunnelling and boring activities, they advised the Project to consult with their Works Engineer through the Third-Party Works Process. They also suggested that the Construction Management details for the Project be provided to them at the required stages to ensure the water environment is protected and the risks of contamination and pollution are adequately addressed.
- 4.1.11 The Environment Agency highlighted their expectation for main rivers to be crossed by trenchless methods unless other factors can adequately justify an alternative approach. They also highlighted a need for a sufficient standoff between flood defences and any proposed works. They also advised that where a pipeline is routed below flood defences, such defences will need to be suitably protected to ensure they are not compromised, and maintenance and operation of these defences must be maintained. The Environment Agency also said that construction of the proposed development should be sensitively managed to ensure construction activities do not occur on a large scale across a large area concurrently, as this could cause damage and harm, and displace local species.

Construction traffic

- 4.1.12 Preston Parish Council commented that the village of Preston is currently undergoing considerable development and expansion and expressed concerns about the location of the pipeline and resulting construction traffic impacts on the community.

Environment

- 4.1.13 The Environment Agency said that the necessary permissions must be obtained if works impact flood storage areas and watercourses. They particularly highlighted that

additional permissions under the Reservoirs Act and consents from the Lead Local Flood Authority and Internal Drainage Boards may need to be sought.

Environment

Environmental assessments approach

- 4.1.14 The Environment Agency advised that a detailed Flood Risk Assessment (FRA) should be produced and should identify where flood storage areas currently exist and would exist upon completion of the proposed development. They said that any FRA needs to consider the effects of climate change to ensure the proposed pipeline is resilient to flooding resulting from climate change. Similarly, they commented that the FRA should consider the potential displacement effects on floodplains due to the creation of permanent or temporary works.
- 4.1.15 The Environment Agency further commented that an assessment for coastal erosion and coastal processes should be undertaken for the coastal transition area. They advised that information relating to coastal erosion could be gathered from East Riding Yorkshire Council and that the Council must be consulted regarding the proposed development. Similarly, they stated that any development needs to consider the Shoreline Management Plan and Humber Strategy to ensure it would be in accordance with these documents.
- 4.1.16 In terms of pollution and contaminated land, the Environment Agency said that care should be taken in the design and implementation of the final route to ensure it did not act as a pathway for any existing contaminated land. To aid in this, they identified the following documents that should be considered:
- Risk management framework within Land Contamination Risk Management document;
 - Guiding Principles for Land Contamination;
 - Groundwater Position Statements; and
 - The contaminated land related guidance available on the Governments website.
- 4.1.17 Furthermore, the Environment Agency suggested that land contamination assessments undertaken use the National Quality Mark Scheme for Land Contamination Management to ensure the use of competent persons to accurately identify and consider any potential contaminated land. In addition, they noted that all the proposed routes include areas where there are a number of historic landfill sites and that the potential effects of this would need to be considered and mitigated.
- 4.1.18 The Environment Agency also said that the cumulative effects of the proposed development need to be considered, including any potential long-term effects on any species and wildlife in the region.

Environmental enhancements

- 4.1.19 The Environment Agency welcomed National Grid Ventures' commitment to providing biodiversity net gain. They said, to achieve this land identified as being 'returned' after development should be 'returned' in a better state than how it was originally found. Similarly, they advised that new habitats should be created and that the Project should increase the range of available habitats available within the region. Finally, they commented that the Water Framework Directives should be considered during every

stage of the Project to ensure water habitats and their surroundings are not compromised.

Flood risk

- 4.1.20 The Environment Agency advised that the location of the route corridors means they are likely to be situated in areas at risk of flooding. They also commented that all the route corridors cross a number of main rivers and that it is important that any associated flood defences are not compromised by these crossings, and that these flood defences remain accessible in order to implement future flood defence improvement plans. They further suggested that relevant exemptions and permissions relating to flood defences should be secured from relevant bodies prior to any works commencing.

Visual impacts

- 4.1.21 The Canal & River Trust requested that new pipelines crossing canals should be located underground to minimise any potential adverse effects on local canals and waterways.

Water environment

- 4.1.22 The Environment Agency identified that all the routes would pass through areas of designated principal and secondary aquifers, and highlighted the importance of aquifers to the local area due to their provision of drinking water. Similarly, they commented that the routes currently run through Source Protection Zones (SPZ) which exist to protect drinking water supplies. The Environment Agency also highlighted that the routes pass through areas of ground water vulnerability, including some areas of high vulnerability.
- 4.1.23 The Environment Agency welcomed the opportunity for discussions to ensure that the correct measures are taken to protect the region's water environment.

Wildlife

- 4.1.24 Natural England suggested that habitats used by bird species within the Humber Special Protection Area (SPA) and its surroundings need to be carefully considered, particularly due to many bird species using areas outside the designation to feed, breed and live.

General

Support

- 4.1.25 The MoD supported the proposed development as enabling the Zero Carbon Humber ambition and stated that they are keen to engage where they can in order to assist the development.
- 4.1.26 North Yorkshire Police commented that they are generally supportive of projects which reduce environmental impacts and carbon emissions, and stated the proposed development aligned with their sustainability strategy.

Information

Request for consultation materials

- 4.1.27 Preston Parish Council requested a consultation leaflet to assist them in understanding any impacts of the Project on areas of the Parish.

Request for project information

- 4.1.28 The MMO requested that they receive requests for consultation responses from National Grid Ventures through their online chargeable enquiry system, in order for them to provide comment as the marine regulator.
- 4.1.29 The MoD requested further information regarding the Project, including the route corridor options for the Project in the vicinity of the coastline. They also enquired whether any assessment of the impacts of the Project on MoD land and property had been undertaken.
- 4.1.30 Goole Fields District Drainage Board (DDB), Goole & Airmyn Internal Drainage Board (IDB), and Ancholme IDB requested that National Grid Ventures meet with the Boards via teleconferencing to provide the information they need to enable the Boards to advise of their bylaw requirements under the Land Drainage Act 1991. Similarly, East Riding of Yorkshire Council requested a meeting with National Grid Ventures to discuss the Project's interactions with their proposed district heating network in Goole and Rawcliffe Bridge and ensure the smooth progress of both projects.
- 4.1.31 The Defence Infrastructure Organisation (DIO) requested geospatial data for the pipeline, particularly data associated with the current route option corridors, to assess the impact of the proposed development on the MoD estate. Likewise, Holmpton Parish Council provided comment requesting a clearer plan of the pipeline routes.
- 4.1.32 North Yorkshire Police identified that the options for the corridors are outside the county of North Yorkshire. They also said that they would require any information about potential impacts to the eastern edge of the county and the area around Drax Power Station in Selby, North Yorkshire. Burton Pidsea Parish Council also inquired if the planned route for the pipeline would be routed through Burton Pidsea village during and after construction.
- 4.1.33 The Environment Agency said that National Grid Ventures should provide information about the restrictions the proposed development will have on the ability for the Environment Agency and others to develop and deliver new habitats.

Major accidents and safety

Operational Safety

- 4.1.34 The Canal & River Trust suggested that the impact of new pipeline crossings on the waterway network could be minimised by considering an undergrounding option which would avoid any reduction in the navigational head height of vessels.

Route corridor A

Route location

- 4.1.35 Natural England said that any route which has the potential to negatively affect Thorne, Crowle and Goole Moors Site of Special Scientific Interest (SSSI), Humber Estuary SSSI and any related European designated sites should be avoided.
- 4.1.36 Network Rail said that from their assessment of Route A, the proposed Route corridor option A2 would interact with local railways the least and is therefore their preferred option.

5. Feedback received by topic – Local Communities & Businesses

- 5.1.1 A range of members of the community which fall in to different groups provided feedback to the consultation. In order to assist the reader, the following section sets out the following groups:
- Businesses;
 - Community Groups;
 - Members of the Public and,
 - Other interested Consultees who are not prescribed.
- 5.1.2 Potential landowners identified through enquiries who may have an interest in land along the potential route corridors who provided feedback, this has been captured within the above groups as necessary.

5.2 Businesses

- 5.2.1 A total of 8 businesses provided comments to the consultation, which fell into the following topics within the coding framework:
- Consultation;
 - Construction;
 - Environment;
 - General;
 - Information;
 - Route corridor A;
 - Route corridor B;
 - Route corridor C; and
 - Technology.
- 5.2.2 Where comments were not provided by businesses for topics within the coding framework these headings are not shown.

Compensation

Compensation for landowners

- 5.2.3 DDM Agriculture Limited raised concern that compensation for landowners will be insufficient. They stated that landowners in the South Humber region have experience of large infrastructure projects and that despite improvements in pipe laying techniques, the impacts on landowners are not sufficiently compensated.

Consultation

Continued engagement

- 5.2.4 Harbour Energy and DDM Agriculture Limited requested that they be kept engaged as the Project progresses through future stages of development and consultation. Harbour Energy also suggested that a cross-cluster engagement platform be created to enable consistent communication with regulatory agencies and communities on risk management considerations for safe carbon dioxide transportation and storage.

Consultation materials

- 5.2.5 Lionheart Public Affairs raised concerns that insufficient project information was provided in the consultation materials, and that a definitive map identifying areas affected by the Project was not included.

Construction

Construction traffic

- 5.2.6 DDM Agriculture Limited highlighted their and other local landowners' concerns with the existing local road network and its likely inability to manage the traffic resulting from large scale infrastructure schemes like the proposed development. They said that National Grid Ventures should provide improvements and upgrades to the local road network to ensure they are sufficient prior to the scheme gaining consent.

Environment

Assessment approach

- 5.2.7 Lionheart Public Affairs questioned why the North Killingholme Haven Pits SSSI had not been considered within the proposals. They requested that the site be considered and assurances provided that the designation would not be compromised by the proposed development.

General

Opposition

- 5.2.8 DDM Agriculture Limited objected to the Project as they considered the South Humber region to be already overloaded with service and utility pipelines, and as such additional pipelines would not be needed.

Project need case

- 5.2.9 Harbour Energy suggested that there will be greater demand for more carbon dioxide transportation and storage providers in the Humber and Greater Lincolnshire cluster region. They highlighted their desire for collaboration with the Project to ensure opportunities to develop infrastructure to meet the scale of need are best achieved.

Support

- 5.2.10 Solar 21 shared support for the Project on behalf of itself and its associated entities North Lincolnshire Green Energy Park Limited, GB-Bio Limited and The East Riding Green Energy Park Limited. They considered the proposed development to be a key Nationally Significant Infrastructure Project for the Humber Zero Carbon transition strategy. Similarly, Harbour Energy shared general support for the Project on behalf of the V Net Zero Humber Cluster.

Information

- 5.2.11 Royal Haskoning DHV requested project boundaries and route corridor options as Geographic Information System (GIS) shapefiles to assist in the assessment of the impacts of the Project on a project they are working on in the local area. Similarly, North Leisure Ltd requested information about Route corridors A and C in the vicinity of Aldbrough to enable the consideration of the impacts of the routes on their businesses.

Route corridor A

Alternative proposal

- 5.2.12 Investors in Court House Farm proposed that the Route corridor A1 could be realigned to lie adjacent to the A645 instead, which they considered to be less costly and disruptive.

Route location

- 5.2.13 Investors in Court House Farm raised concern that some of Route corridor A1 would impinge on land that has planning consent for commercial development which has already been granted, or for which an application for planning consent was to be submitted imminently.
- 5.2.14 Solar 21 identified that Route corridor A3 is located adjacent to the site of the North Lincolnshire Green Energy Park (NLGEP) Energy Recovery Facility (ERF), and that therefore an immediate connection from the ERF to the Project for carbon capture and storage would aid optimisation and benefit the local industrial strategy.
- 5.2.15 Savills advised that the northern section of Route corridor A5 contains a substantial area of land that is undermined by ironstone mine workings, especially in the area north of Santon and its railway and to the west of Ermine Street running north to Roxby. They also advised that Route corridor A5 has widespread subsidence issues that are so great that parts of the area are fenced off to protect the public. They highlighted that Route corridor A5 also includes land that is currently subject to proposed mineral safeguarding designations in the draft North Lincolnshire Local Plan. Savills also raised concern that the proposed Route corridor A5 would include land allocated for renewable energy developments in Policy DQE9p of the draft Local Plan.
- 5.2.16 Savills raised further concerns that the proposed Route corridor A5 could result in the sterilisation of a considerable quantity of land and prevent its use for renewable energy projects as allocated under Policy DQE9p of the draft Local Plan. They also said that Route corridor A5 crosses land currently safeguarded from development under Policy IG9 of the existing North Lincolnshire Local Plan. Savills provided supportive comments for Route corridor A4, suggesting that it connect to Route corridor B2 in order to avoid using Route corridor A5 as much as possible.

Route corridor B

Route location

- 5.2.17 Solar 21 stated support for Routes corridors B1, B2 and B3 as they considered these routes to be located in close proximity to existing biomass and industrial facilities for carbon capture connections, and therefore being best placed for optimum delivery.
- 5.2.18 Savills raised concerns that the linkage of Route corridor B1 with Route corridor A5 would be unsuitable. They identified that this was due to sections of land in Route corridor A5 being allocated for development and prone to subsidence, and expressed a preference for a revised southern route using Route corridor A4 to connect with Route corridor B2. They also raised concern about the impacts of Route corridor B1 in the Ancholme Valley, including on local agricultural land, particularly Grade 2 “carr land” soils, and the local artificial drainage network.

Route corridor C

Route location

- 5.2.19 Solar 21 commented that Routes corridor C2 and C3 would be easy to connect to the Tansterne Biomass Power Plant due to the Project’s alignment with proposed plant modifications, including carbon capture and hydrogen generation. They said that an immediate connection with the plant for carbon capture and storage would benefit the local industrial strategy and potentially optimise the delivery of the Project’s above-ground installations.

Technology

Carbon capture storage

- 5.2.20 Harbour Energy suggested that design practices and carbon dioxide specifications for the region’s carbon capture and storage projects be standardised to enable transportation of a common carbon dioxide specification across the region’s pipeline networks. They also considered that all future emitters within the Humber region, including the proposed Project, would seek to connect to a wider carbon dioxide storage network. They identified Immingham as a prime tie-in location for connection infrastructure to serve a wider carbon dioxide storage network and provide greater capacity and operational resilience, and suggested the Project be connected as part of this.

5.3 Community Groups

- 5.3.1 One community group provided comments to the consultation, which fell into the following topics within the coding framework:
- Consultation; and
 - Environment.
- 5.3.2 Where comments were not provided by community groups for topics within the coding framework these headings are not shown.

Consultation

Continued engagement

- 5.3.3 East Yorkshire and Derwent Area Ramblers Association said that the local highway authorities' Rights of Way and Definitive Map teams be consulted to provide the project team with an idea of all legal public rights of way in the local area.

Environment

Assessment approach

- 5.3.4 The East Yorkshire & Derwent Area Ramblers Association raised concern that while effects on the region's National Trails and National Cycle Networks were considered in the Route Corridor Report, effects on the regional public rights of way network were not. They said that effects on the public rights of way network, including footpaths, bridleways, open and restricted byways, should therefore be considered.

Public rights of way

- 5.3.5 The East Yorkshire & Derwent Area Ramblers Association proposed that there be a legal requirement to ensure footpaths compromised are 'made good' to maintain accessibility, whichever route is selected. They also highlighted that the Trans Pennine Trail runs close to the north banks of the Humber though is not considered a National Trail.

5.4 Members of the Public

- 5.4.1 A total of 45 members of the public provided comments to the consultation, which fell into the following topics within the coding framework:
- Compensation;
 - Consultation;
 - Construction;
 - Environment;
 - General;
 - Information;
 - Major accidents and safety;
 - Route corridor A;
 - Route corridor B;
 - Route corridor C; and
 - Technology.
- 5.4.2 Where comments were not provided by members of the public for topics within the coding framework these headings are not shown.

Compensation

Compensation for businesses and community groups

- 5.4.3 Responses received from members of the public included requests that businesses affected by the construction should be reimbursed and compensated for lost earnings. A respondent suggested that the Project should provide funds for active community groups within a defined radius for the duration of the Project. Another raised concern about the potential compulsory purchase of their property and subsequent demolition as a result of the Project.

Consultation

Consultation content

- 5.4.4 Representations from members of the public regarding the consultation frequently raised concerns that insufficient information was provided for them to submit an informed response, including a lack of detail on the proposed routes and the route corridor through New Barnetby.

Consultation materials

- 5.4.5 Comments on the consultation materials from members of the public suggested that the maps provided lacked detail, were difficult to find on the project website, or that the route option names included were confusing.
- 5.4.6 Some responses received provided comments on the communications sent out to affected landowners. These included concerns that some landowners had not received letters notifying them of the proposals, and that the landowner questionnaire was sent to residential properties despite the Project information indicating the pipeline would primarily be within agricultural land.
- 5.4.7 One respondent expressed concern that the online consultation feedback form was not operational as they were unable to submit their comments through it.
- 5.4.8 Further comments received from members of the public raised concerns that the use of the term 'carbon capture, usage and storage' (CCUS) in the documentation was misleading.

Consultation promotion

- 5.4.9 One member of the public raised concern that the consultation materials sent out to local landowners had been sent to incorrect or old addresses.

Construction

Air Quality

- 5.4.10 A respondent expressed concern over the proposed pipeline Route corridor C2 due to the noise, pollution and traffic generated by its construction. Another similarly raised concern that the use of hot tubs would likely be compromised due to dust from construction works.

Businesses

- 5.4.11 A consultee expressed concern regarding the potential negative effects the construction of the pipeline would have on local businesses.

Construction approach

- 5.4.12 Members of the public who commented on the construction approach raised concerns that the proposed pipeline route would require an Above Ground Installation (AGI) to be located near to Winterton, and that existing pipelines and routes would not be used in the construction of the Project. Other comments received requested information on the current regulations for the distance of foundations of new buildings and developments from the pipeline.

Communities

- 5.4.13 A number of members of the public expressed concerns regarding the negative impacts of the construction of the pipeline on the local environment and neighbouring communities, with some suggesting that the pipeline had the potential to adversely impact property prices in the region. A respondent raised concern about the timeline for construction, highlighting that the region has previously faced disruption for several years during the construction of other pipelines and wind farm connections

Construction traffic

- 5.4.14 Several consultees raised concern that local single-track roads could not accommodate the construction traffic and had concerns regarding the use of these roads by Heavy Goods Vehicles (HGVs). Similarly, they expressed concern over the potential for main roads to be blocked by construction traffic and the loss of access to local towns. Specifically, a consultee identified the junctions around Preston village as already experiencing considerable levels of traffic.
- 5.4.15 Some members of the public expressed concern about the accessibility of local roads during the construction period, including the potential for construction traffic to delay and disrupt health workers in making home visits. A respondent also raised concern about the impact of construction traffic from the Project on young children as a result of disrupting routes into schools and noise disturbance.

Environment

- 5.4.16 One member of the public said that the pipeline should be routed through areas that would experience the lowest environmental effects to aid the purpose of the Project in reducing environmental impacts. Other consultees raised concerns over the effects of the pipeline on the local environment during the construction period, including the potential for constructing Route corridor C2 on disturbing a local section of the National Cycle Route.

Noise

- 5.4.17 A respondent raised concerns that noise generated by construction activities would impact on local tourism. They said that there was potential to deter custom to local businesses and visits to the region as a whole, and that such impacts to the local tourism trade would need to be compensated for during the construction period. A further comment received in objection to the Project over concerns that noise from

construction activities would cause adverse impacts and disturbance on local residents, particularly young children.

Wildlife

- 5.4.18 A member of the public raised concerns over the potential for adverse impacts on local wildlife during the construction period.

Environment

Environmental enhancements

- 5.4.19 One comment received supported the environmental improvements that could arise as a result of the Project, with another suggesting that an Environmental Improvement Plan is developed with regards to SSSI's and other sensitive areas.

Wildlife

- 5.4.20 A comment received in relation to wildlife raised concern that the two ponds and biodiversity around their property would be disturbed as a result of the proposed Route corridor C2.

General

Government goals/policy

- 5.4.21 A representation received regarding Government goals and policies raised concerns that national climate reduction policies and targets were ineffective due to their small impact on climate change when compared to larger nations like China, India, Russia, and the USA, and the lack of action and compliance with reduction targets from other nations. They suggested that national action to take on climate change would likely be fruitless, and that coalmines could be reopened, and wind turbines be destroyed.

Opposition

- 5.4.22 Several consultees provided comments objecting generally to the Project. Some included justifications for their objections including that project funding could be better spent elsewhere on renewable energy generation and river defences, and that the local area had already experienced a considerable amount of pipeline development. Other objections raised concerns that the Project was not carbon neutral when compared to alternative forms of energy generation and transportation and incentivised the continued burning of fossil fuels. Additional responses suggested that greater focus instead be placed on renewable energy generation from wind and wave power, electrification and storage.

Project need case

- 5.4.23 Comments regarding the Project need case raised concerns that the Project need is based upon the continued reliance on burning fossil fuels and would lead to artificially extending the operational lifetimes of existing coal and gas infrastructure. Others raised concerns that the reduction of carbon dioxide emissions was being considered as a solution to climate change without adequate consideration of the alternatives.

Project targets

- 5.4.24 Some members of the public raised concerns about the principle of carbon capture and storage and the impact it will have on future generations by incentivising continued fossil fuel emissions. These included suggestions that carbon capture and storage technology enables fossil fuel companies to continue producing carbon emissions. Another suggested that the future aim of the Project should be carbon negative, rather than carbon net-zero.

Support

- 5.4.25 Some consultees provided comments in support of the Project generally. Others included justifications for their support including that it would benefit the local area and future generations and would support in the fight against climate change.

Information

Request for consultation materials

- 5.4.26 A member of the public requested a detailed large-scale map of the planned routes and proposed infrastructure.

Request for project information

- 5.4.27 Representations received included requests for further information on a range of areas. These included:
- impacts on communities, businesses and landowners;
 - how National Grid Ventures will access land to construct the tunnel under the Humber;
 - impacts from construction activities;
 - the Project programme for construction post-consent;
 - co-operation with the Humber Zero Project and the sharing of resources and benefits;
 - commitments to the Project from British Steel and Equinor;
 - the expected timeframe for the commencement of hydrogen production;
 - the naming of the route corridor running through New Barnetby;
 - opportunities to supply carbon dioxide to the food and drinks industry;
 - the potential for small and medium-sized emitters to be linked into the Project in the future;
 - more information and maps of the proposed routes; and,
 - the dimensions of the proposed pipeline and required earthworks.
- 5.4.28 A consultee raised concern that phone messages left by them were not being responded to by the Project team.

Major accidents and safety

Operational safety

- 5.4.29 Comments received regarding major accidents and safety raised concerns that there was insufficient information provided on safety measures for the proposed development, such as safety margins and proximity to local communities. A consultee queried what the Health and Safety Executive advises on the proximity of hydrogen pipelines to domestic dwellings. Another raised concern about the safety of undersea carbon dioxide storage.

Route corridor A

Alternative proposal

- 5.4.30 A representation received provided the suggestion that a pipeline be used rather than tunnels. Another requested that land within route section A that is not used for agricultural purposes be avoided in the routeing of the pipeline.

Route location

- 5.4.31 A consultee raised concern that Route corridor A5 would impact on populated areas to a greater degree than the other options which pass north of the A180, while another raised concern that part of the proposed routes would bisect a property for which they have entered a five-year Countryside Stewardship Agreement. An additional respondent requested consideration of an option for Route corridor A4 that would not route the pipeline primarily through agricultural land.

Route corridor B

Route location

- 5.4.32 A consultee commented in objection to the proposed route corridors identified within Section B due to the potential to impact local properties. Another raised concern over the lengths of Route corridors B2 and B3 and considered that these proposed routes would likely cause greater disturbance to their surroundings and local railways. They considered Route corridor B1 to be the most financial and time-efficient by causing the least disturbance to local areas and logistical routeways.

Route corridor C

Route location

- 5.4.33 A consultee raised concern that existing pipelines and routes within the region would not be utilised by the Project, while another expressed concern about the impact of Route corridor C on the village of Paull. A respondent suggested that there should be an additional link to the pipeline with the Humber Bank industrial area.
- 5.4.34 A representation received requested additional information regarding Route corridor C4, particularly on how this route would be located in relation to Halsham. They also requested further information on how close Route corridor C4 would be sited to Southside Road in Halsham, and whether the pipeline would cross this road or run

parallel to it. They further queried whether there was any intention for National Grid Ventures to widen Southside Road for access purposes.

Technology

Carbon capture and storage

- 5.4.35 A consultee raised concerns about the impacts of removing, transporting and storing carbon dioxide, including how the cost of storing carbon dioxide will be calculated. They highlighted a need for the financial costs of the pipeline to be considered and for it to ensure it is well managed in the long term to ensure there are no leaks. They also suggested that atmospheric pollution resulting from the transportation and storage of carbon dioxide is considered, as well as the impacts of energy used to facilitate the transportation process.

Hydrogen production

- 5.4.36 Some respondents queried whether fossil fuels and natural gas would be used to produce hydrogen and questioned whether hydrogen produced this way could be considered green energy. A consultee similarly suggested that hydrogen instead be produced through renewable energy sources rather than fossil fuels and natural gas.

5.5 Other Consultees

- 5.5.1 A total of 2 other consultees (those consultees of interest which do not necessarily fall under the relevant sections of the Planning Act 2008) provided comments to the consultation, which fell into the following topics within the coding framework:
- Consultation;
 - Construction;
 - Environment;
 - General;
 - Route corridor A; and
 - Route corridor C.
- 5.5.2 Where comments were not provided by other consultees for topics within the coding framework these headings are not shown.

Consultation

Continued engagement

- 5.5.3 The East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum requested to be consulted further as the Project progresses.

Construction

Environment

- 5.5.4 The Royal Society for the Protection of Birds (RSPB) expressed concern about the use of trenching as the pipeline would run through large swathes of high-quality mudflats, which are of great importance to the local area and are not easy to replace. They highlighted that tunnelling the pipeline would likely result in fewer negative impacts on local mudflats than trenching.

Environment

Assessment approach

- 5.5.5 The RSPB advised caution for any route located within or close to a protected/designated site, as the proposed development has the potential to cause considerable harm to these important areas, particularly the Humber Estuary. They also said that any potential effects on the environment must be properly assessed and mitigated as necessary. They particularly identified that potential effects to birds, especially pink footed geese, and their feeding and breeding grounds need to be mitigated.
- 5.5.6 The RSPB further emphasised the need to protect the Thorne Moors. They said that the area is not only used by birds to breed and feed, but also contains the largest and most important area of lowland peat within the UK. The RSPB identified that any potential effects on cranes should be carefully considered, especially during breeding season as they are easy to disturb, noting that cranes are a relatively new re-coloniser of the UK. They also expressed concern regarding the cumulative effects of several large-scale developments being constructed within the region at the same time, such as the Able Marine Energy Park and Able Logistics Park.
- 5.5.7 The RSPB identified that Route corridor A2 passes close to the Alkborough Flats, which is a large managed realignment site of wetland habitats that supports a wide range of bird species including the Eurasian Bittern, Marsh Harrier and Bearded Tits.
- 5.5.8 The RSPB expressed concern with Route corridors A1 and A4 as there is an area of land containing diverse and fragile plant life between Eastoft and Crowle which is within their management. They also stated that any potential effects on the land in and around East Halton would need to be carefully considered, as this area is important to birds.
- 5.5.9 The RSPB also said that Route corridor C1 currently passes through an area of functional linked farmland that is important to the Humber SPA and that this should be considered within the routeing identification.

Environmental enhancements

- 5.5.10 The RSPB said that National Grid Ventures should maximise the opportunities and quality of landscape and habitat enhancement to ensure the sustainability of local wildlife and important natural features. They also advised that Route corridor A1 contains some part of the internationally important sites of Lower Derwent, Humber Head Levels Peatland and Humber Estuary, and that opportunities to create a wildlife-friendly wetland corridor and restore peatlands should be maximised as part of the proposed development.

- 5.5.11 RSPB suggested that wet grasslands and reedbeds should be created along the river Trent as part of Route corridors A2, A3 and A4 where possible dependent on which route is developed. Expanding upon this point, the RSPB highlighted that there are areas of land within Route corridor A4 and Route corridor A5 that could enable the creation of heathlands on areas of Coversand.
- 5.5.12 The RSPB said that there is potential for the creation of new wetland habitats within the Ancholme Valley as part of Route B1. They advised that any advancement to wetlands, farmlands, habitats etc are interconnected with their surrounds, especially where existing mitigation habitat exists. Similarly, but in relation to Route C they said that there are several opportunities to create wildlife corridors and wetlands, especially in and around the farmlands of Holderness. They identified resources from Farm Wildlife and the Nature Friendly Farming Network to aid in the creation of wildlife habitats within farmland.

Public Rights of Way

- 5.5.13 The East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum suggested that the Project should protect and enhance public rights of way within the region in accordance with paragraph 100 of the National Planning Policy Framework (NPPF).

Wildlife

- 5.5.14 The RSPB expressed concern about the current routeing of Route corridor A1 as it crosses a wider stretch of the lower Trent, an area adjacent to the Humber SPA which holds a significant number of wintering wildfowl and wading birds during the autumn and winter months. They also said that Route corridor B1 passes through the Ancholme Valley, which is an important area of large low-lying farmland that supports important bird species such as Lapwings and Golden Plover.

General

Project need case

- 5.5.15 The RSPB suggested that National Grid Ventures should also consider nature-based solutions for the reduction of carbon emissions, while they considered the proposed development to represent an industrial method of reducing carbon emissions. They suggested that nature-based solutions for climate mitigation may help restore wildlife in the UK to enable areas to remain rich in wildlife for future generations.
- 5.5.16 Additionally, the RSPB commented that the Humber area provides several opportunities to create saltmarshes and wetlands. They highlighted that saltmarshes and wetlands can store large quantities of carbon dioxide long-term while also providing a long-term cost-efficient coastal defence, as well as helping to protect the area from flooding.

Route corridor A

Route location

- 5.5.17 The East Riding of Yorkshire and Kingston upon Hull Joint Access Forum raised concern over the current routeing of Route corridor A1 as they considered it would likely compromise the public rights of way within this area.

- 5.5.18 The RSPB identified that they had recently acquired 100 acres of farmland on the western bank of the Trent close to Route corridor A2 at Island Farm and aim to turn this land into wetland habitat. They said that potential effects from the Project on this future wetland habitat should be considered. The RSPB also highlighted that Route corridor A4 is outside of the boundary of any designated site and is therefore likely to have reduced effects upon designated sites. Similarly, they commented that the river crossing shown in Route corridor A3 is outside of the Humber Estuary SPA but is inside its Special Area of Conservation (SAC) and Ramsar Site.

Route corridor C

Route location

- 5.5.19 East Riding of Yorkshire and Kingston upon Hull Joint Local Access Forum raised concerns over the impacts of proposed route section C on local public rights of ways and access routes, such as the England Coast Path National Trail. They also expressed concern that the location of Route corridor C1 would directly impact on the Paull Holme Strays nature reserve, and suggested that these impacts be mitigated by retaining or re-providing car parking facilities to enable continued public access to the nature reserve should Route corridor C1 be constructed.

6. Additional responses received

This section outlines the feedback received to the consultation following the close of the consultation period.

6.1 Prescribed Consultees

- 6.1.1 A total of 2 prescribed consultees - stakeholders who National Grid are required to consult with under Section 42 of the Planning Act 2008 - provided comments to the consultation following the close of the consultation period. These comments fell into the following topics within the coding framework:
- Construction; and,
 - Information.
- 6.1.2 Where comments were not provided by prescribed consultees for topics within the coding framework these headings are not shown.

Construction

Businesses

- 6.1.3 East Garton Parish Council expressed concern that construction works would adversely impact on local tourism, including causing noise disruption to holiday lodges and their guests.

Communities

- 6.1.4 East Garton Parish Council highlighted that route section C3 includes 5 residences in the hamlet of Fitling, and raised concern that residents would experience noise and air pollution and traffic congestion as a result of the proposed development. The Council objected to the use of residential land in this area for the proposed development.

Construction traffic

- 6.1.5 East Garton Parish Council raised concerns about the impacts of construction HGV traffic, including particularly on narrow roads providing access to Hull for local villages, such as Lelley and Preston. They suggested that road closures and diversions may be required for these roads. The Council raised specific concern that routes used by local horse-riding schools, such as Lowfield Lane, would be disrupted as a result of congestion from construction traffic. They advised that the increased construction traffic and resulting noise would adversely impact on horse riding in the local area.

Workers

- 6.1.6 Garthorpe and Fockerby Parish Council suggested that local contractors and workers, rather than those from outside the area, be used for the construction of the proposed development. They highlighted that this could provide local employment, make use of

skills in the area, and enable communities to become involved in the proposed development.

Information

Request for project information

- 6.1.7 Garthorpe and Fockerby Parish Council commented to request further information on the proposed development, including the route taken, the depth the pipeline is laid, and the programme and timings for construction works.

6.2 Local Communities & Businesses - Businesses

- 6.2.1 A total of 2 businesses provided comments to the consultation following the close of the consultation period, which fell into the following topics within the coding framework:
- Compensation;
 - Consultation;
 - Construction;
 - General;
 - Route corridor A;
 - Route corridor C; and
 - Technology.
- 6.2.2 Where comments were not provided by other consultees for topics within the coding framework these headings are not shown.

Compensation

Compensation for land owners

- 6.2.3 Keadby Generation Ltd objected to the compulsory acquisition of land rights at this stage of project development, highlighting that they and other SSE group companies own land interests in and around Keadby. They commented that they expected to participate in commercial negotiations on the acquisition of rights to construct and operate the proposed development.

Consultation

Consultation events

- 6.2.4 Keadby Generation Ltd expressed support for the digital-first consultation approach, suggesting that it was sensible and was supplemented through postal notifications and attendance at local meetings where required. They commented that this approach was consistent with that taken on their nearby Keadby 3 Low Carbon Power Station. Keadby Generation Ltd also suggested that joint public information and consultation events run by themselves and National Grid could be arranged.

Continued engagement

- 6.2.5 Keadby Generation Ltd expressed their preference for continued collaboration and engagement on land rights and the overall East Coast Cluster. They commented that they could provide inputs into the formal Statement of Community Consultation to ensure consistency in statutory consultation approach with that taken on their nearby Keadby 3 Low Carbon Power Station.

Construction

Construction approach

- 6.2.6 Keadby Generation Ltd expressed support for the proposed construction timeline, highlighting that their Keadby 3 Low Carbon Power Station could begin operation a year after the earliest completion date of the proposed development.

General

Support

- 6.2.7 Keadby Generation Ltd expressed support for the proposed development, agreeing with the strong and urgent need for the principle of the infrastructure comprised in the HLCPP. Centrica Storage Ltd similarly expressed general support for the proposed development.

Project Need Case

- 6.2.8 Centrica Storage Ltd expressed support for the need to develop a hydrogen network, highlighting that hydrogen represents an opportunity to decarbonise industry and provide residential consumers with a minimal disruption transition to low carbon heating.

Route corridor A

Route Location

- 6.2.9 Keadby Generation Ltd expressed support for the A3 and A4 NGV pipeline corridor options, highlighting that the A3 and A4 corridor options provide connection to Keadby 3 Low Carbon Power Station and also interacts with numerous planning and DCO Permissions and applications. These included the National Grid Scotland to England Green Link (SEGL2) project, Drax Bioenergy with Carbon Capture and Storage Project, Able Marine Energy Park at Killignholme, Yorkshire Energy Park at Saltend and Humber Enterprise Park at Saltend.

Route corridor C

Route Location

- 6.2.10 Centrica Storage Ltd offered support for the proposed Route Section C6, as they considered the route to be the most advantageous. Reasons provided for this included the decarbonisation potential, constructability, and Strategic Options.

Technology

Carbon Capture and Storage

- 6.2.11 Keadby Generation Ltd suggested that the development of their Keadby 3 Low Carbon Power Station is reliant on development consent being granted for a National Grid Carbon Gathering Network.

Hydrogen Production

- 6.2.12 Centrica Storage Ltd suggested that the proposed development support their proposed hydrogen storage project at the former Rough gas storage facility. They suggested that their intent to decarbonise the former gas terminal by fuel switching combustion process to hydrogen is reliant upon the hydrogen pipeline routeing and the CO₂ landfall being at Easington.

6.3 Local Communities and Businesses - Members of the Public

- 6.3.1 One member of the public provided comments to the consultation following the close of the consultation period, which fell into the following topics within the coding framework:
- Environment;
 - Major accidents and safety; and
 - Technology.
- 6.3.2 Where comments were not provided by for topics within the coding framework, these headings are not shown.

Environment

Agricultural Land

- 6.3.3 A member of the public expressed concerns about permanent adverse impacts of the proposed development on local agricultural land, highlighting that this land is highly productive and used for crop and produce growing.

Marine environment

- 6.3.4 A consultee raised concern that the connection from the proposed development to the Endurance carbon storage facility would adversely impact on the marine environment and landscape of the North Sea. They advised that the seabed of the Humber coast is already compromised by wind turbine installations and unexploded wartime munitions.

Wildlife

- 6.3.5 A member of the public expressed concern about the impact of the proposed development on seabirds at Flamborough feeding out at sea. They queried whether National Grid Ventures could ensure that adverse impacts on wildlife could be avoided.

Major accident and safety

Leak

- 6.3.6 A member of the public expressed concerns that the effects of carbon leakage from the inadequate sealing and burying of the connection to the Endurance Carbon Capture Facility, and cited the power cable from Norway to the UK which has been observed to be affecting the mobility of undersea creatures, specifically Brown Crabs. They expressed concerns that there are potentially unknown effects associated from Carbon seepage if the pipeline is not adequately sealed and buried.

Technology

Carbon Capture and Storage

- 6.3.7 A member of the public expressed their view that the Endurance deep carbon storage site is based on a currently unproven technology. They also suggested that an adsorbent-based carbon capture system be used rather than an amine-based system, as they highlighted that adsorbents can hold more CO₂ per unit volume.

7. Response to feedback received

This section outlines National Grid Ventures' response to issues raised in the consultation.

Issue Raised by Topic	Stakeholder Group	Response from National Grid Ventures
	Prescribed Consultees & Local Authorities	Local Communities & Businesses
Compensation		
Request for the provision of a community fund for affected communities.	✓	We welcome engagement with community groups and are keen to work with them as we progress with this Project. Prior to consultation the Project sought to define potential route corridor options, but following consultation and as the Project develops, we will look to identify any appropriate opportunities to work with local community groups and charities within a suitable project radius.
Concern about the potential for compulsory purchase of properties and land in HU12.	✓	As we develop the routes of the proposed pipelines, we will always seek to avoid impacts on residential property and do not intend to purchase residential properties. We will seek to route pipelines a suitable distance away from residential properties, taking account of applicable best practice and regulations. We will also seek to work with landowners where possible to help inform routeing decisions and mitigate potential impacts of the Project works. For the pipelines we will be seeking permanent rights (easements), rather than purchasing the land which the pipelines cross. Land purchases are expected to be limited to above ground installation (AGI) site locations, which will be identified and discussed with affected landowners in due course (and will not include residential properties).
Request for compensation due to noise impacts on local businesses.	✓	The Project will be subject to a noise assessment, and where possible the design of the Project would minimise impacts, and where significant impacts are unavoidable, mitigation measures would be included in the design. These measures will be identified as part of the Environmental Impact Assessment, and reported in the Preliminary Environmental

		<p>Information Report (PEIR) and Environmental Statement (ES) as they are developed.</p> <p>National Grid Ventures acknowledges that any proposed new work may cause concern around disruption to businesses in the local area and we will be seeking to work with those affected by the Project to help mitigate potential impacts where possible. Individuals and businesses affected by the Project may be able to submit reasonable claims for compensation at the appropriate time. Entitlement to claim compensation is governed by compensation legislation and case law under the Compensation Code. We would recommend that you speak to the Project's Land team at the appropriate time and/or seek independent specialist advice.</p>
Request for compensation for businesses impacted by lost earnings during construction.	✓	<p>National Grid Ventures acknowledges the concerns that may be caused by any proposed new works and we will be seeking to work with those who may be affected by the Project where possible to help mitigate potential impacts. Individuals and businesses who are affected by the Project may be able to submit reasonable claims for compensation at the appropriate time. Entitlement to claim compensation is governed by compensation legislation and case law under the Compensation Code. We would recommend that you speak to the Project's Land team at the appropriate time and/or seek independent specialist advice.</p>
Request for information on compensation for any future construction works.	✓	<p>We will be seeking to work with those affected by the Project to help mitigate potential impacts of the works where possible. If you are an owner or occupier of land or property, or a local business directly affected by the project works, then you may be able to submit reasonable claims for compensation at the appropriate time. Entitlement to claim compensation is governed by various compensation Acts and case law under the Compensation Code. If you are part of a community which may be affected by the proposed works, then we will be</p>

		<p>looking to identify opportunities to support local community groups and charities as the Project develops.</p> <p>Depending on your circumstances, we recommend that you speak to the Project Team at the appropriate time for further guidance, and/or seek independent specialist advice if applicable.</p>
Concern that compensation for landowners will be insufficient.	✓	<p>National Grid Ventures acknowledges that any proposed new large scale infrastructure works may cause concern to agricultural landowners and occupiers. The Project will be seeking to work with landowners where possible to help mitigate potential impacts of the project works and to ensure pipeline installation and land reinstatement is carried out to a suitable standard. Where required, compensation will be payable to affected landowners under appropriate heads of claim, on the principle of returning them to the same position as they were prior to the works taking place (as far as compensation can reasonably do so) and with the landowner being responsible for taking reasonable steps to mitigate such losses. The agreements which National Grid Ventures will be seeking to enter into with landowners whose property is affected by proposed pipelines will contain appropriate reinstatement and compensation provisions.</p>
Objection to the compulsory acquisition of land rights	✓	<p>In the first instance, National Grid Ventures will seek to enter into voluntary agreements for land rights and will work with affected parties to reach those agreements at the appropriate time. To ensure the deliverability of the project, National Grid Ventures will also be pursuing compulsory acquisition through the DCO where appropriate.</p> <p>National Grid Ventures will continue to engage with affected parties throughout the ongoing development of the project. We would recommend that potentially affected landowners should speak to the Project's Land team at the appropriate time and/or seek independent specialist advice.</p>

Consultation			
Request for further engagement as the Project progresses.	✓	✓	<p>Requests for further engagement have been noted, and relevant individuals' information has been added to mailing lists to receive future consultation notices and any other key project information. Further information will also be available on the Project website in due course.</p> <p>Requests for specific statutory stakeholder engagement were noted. National Grid Ventures will continue to engage with all relevant bodies as appropriate in due course.</p>
Concern that without more detailed map it is not possible to understand where the pipeline will be located.		✓	
Concern that there is insufficient information to provide an informed response.	✓	✓	
Concern that the maps provided are not effective.		✓	<p>Prior to consultation the Project sought to define potential route corridor options and was reflective of the early stages of the Project. Following consultation, consultee feedback, and technical and environmental considerations, will inform a preferred route corridor, and then a final proposed route. These will be presented in future engagement and consultation planned for 2022.</p>
Concern that the Project documentation does not provide sufficient information on the corridor through New Barnetby.		✓	
Concern that there is insufficient project information and maps identifying the affected areas from the proposed development.		✓	
Concern that the maps do not provide sufficient detail to provide an informed response.		✓	

Concern that potentially affected property owners have not received letters notifying them of the Project proposals.	✓	The consultation zone for the non-statutory consultation extended to 250m either side of the route corridor options. Flyers which provided consultation information were issued to all properties within that zone. To increase awareness, the consultation was also publicised via other means, including adverts in local newspapers. Prior to and during consultation the Project was at an early stage in the planning process. Further information will be presented in future engagement and consultation and the consultation zone will be reviewed as part of this work to reflect the refinement of the route corridor and options.
Concern that the online feedback form was not working.	✓	Any individuals who had problems accessing the online feedback form were provided with hard copies of the feedback form during the consultation period. There were also multiple other methods of feeding back comments available, including via email and freepost. There will be further opportunities to provide feedback during future rounds of consultation.
Concern that the interactive map was not easily located on the website.	✓	Any individuals who had problems accessing the interactive map were provided with a direct link and further instructions during the consultation period.
Concern that the names of the route corridor options within the consultation materials were not clear.	✓	Any individuals with concerns or confusion about the names of the route corridor options were provided with the necessary explanatory information during the consultation period.
Suggestion that National Grid take part in Network Rail Eastern Region's stakeholder workshops on biodiversity action plans.	✓	Requests for specific statutory stakeholder engagement was noted. National Grid Ventures will continue to engage with relevant bodies as appropriate in due course.
Concern that consultation information for landowners is not being sent to the correct addresses.	✓	Any individuals with concerns that information about their property was not being sent to the right address were acknowledged and mailing lists updated.

Concern that the landowner questionnaire has been sent to residential properties despite the project information indicating that the pipeline will be primarily in agricultural land.	✓	The landowner questionnaire did not form part of the consultation which was addressed to the wider community. The purpose of the landowner questionnaire is to securely gather information in anticipation of any landowner discussions in relation to the Project in the future.
Concern that the use of the term CCUS in the Project is deceptive and untrue.	✓	Carbon Capture Usage and Storage (CCUS) refers to technology that captures harmful carbon dioxide emissions and transports them to be stored permanently beneath the seabed in natural porous rock formations or depleted oil and gas fields, or to be used in industrial or chemical processes for other products. It is a technology that offers a means to retain the nation's valued industrial powerhouses, while making a significant contribution to meeting the UK's climate change targets. The Humber Low Carbon Pipelines project forms part of Zero Carbon Humber's vision to become the UK's first net-zero carbon cluster by 2040. The proposals presented in this first non-statutory phase of consultation concern the safe transportation and storage of captured carbon dioxide and not carbon dioxide use, though this is a starting point for wider CCUS in the Humber region including the possible future use of carbon dioxide in industrial and chemical processes.
Suggestion that a cross-cluster engagement platform be created to enable consistent communication with regulatory agencies and communities on risk management considerations for safe carbon dioxide transportation and storage.	✓	The suggestion for the creation of a cross-cluster engagement platform is noted and will be considered as part of ongoing engagement for the Project.
Suggestion that local highway authorities' Rights of Way and Definitive Map Teams be consulted.	✓	Requests for further engagement were noted. Engagement with local highway authorities will ensure all routes are included in the project assessment.

		The use of all public rights of way will be considered in the traffic and transport assessment to comprise part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application.
Suggestion for discussions with the Environment Agency about nearby sites operating under permits.	✓	Requests for specific statutory stakeholder engagement were noted. National Grid Ventures will continue to engage with all relevant bodies on this, and other, matters as appropriate in due course.
Request for discussions with the Environment Agency about local wildlife sites and how they could be linked to existing, emerging, or new habitat creation and management schemes.	✓	Requests for specific statutory stakeholder engagement were noted. National Grid Ventures will continue to engage with all relevant bodies on this, and other, matters as appropriate in due course. The applicant welcomes any suggestions and/or information relating to any relevant projects in regard to local wildlife sites, habitat creation and management schemes.
Request for discussions on impacts on assets or property.	✓	Property owned by specific stakeholders within the potential project boundaries has been identified and contact made with the relevant organisations. If the documentation needs to be redirected to a specific person within these organisations, please let Dalcour Maclaren know on the project telephone line, 01869 629007 or alternatively by emailing hlcp@dalcourmaclaren.com .
Request that the Environment Agency be notified about the disapplication of legislation.	✓	Requests for specific statutory stakeholder engagement noted, including in regard to updates regarding the potential disapplication of legislation. National Grid Ventures will give further consideration to this matter as the project progresses, and keep the relevant bodies engaged and updated.
Support for the digital-first consultation approach	✓	The support for the approach to the consultation is noted.
Suggestion for joint information and consultation events with Keadby Generation	✓	

Suggestion that Keadby Generation provide inputs into the formal Statement of Community Consultation to ensure consistency in approach with the Keadby 3 power station project	✓	National Grid Ventures welcome these suggestions and will engage further to progress this.
Suggestion for collaboratory consultation and engagement with Keadby Generation	✓	
Construction		
Confirmation that there are no recorded coal mining legacy hazards at shallow depth that need to be considered due to the proposed development being sited outside the Development High Risk Area.	✓	We are grateful for this information and look forward to ongoing engagement with the Coal Authority as the design of the project develops.
Concern about the impacts on people and communities in the vicinity of the project during construction.	✓	<p>The concern is noted. We remain committed to working with the local communities and other developers in the area to minimise disruption and inconvenience from the Project. As the Project is refined ahead of future engagement and consultation during 2022, we will provide more information on proposed measures to safeguard people and communities during the construction phase of the Project. The safety of the general public, our staff, contractors and anyone who comes into contact with our proposed works is our top priority.</p> <p>All likely significant effects of the project shall in due course be assessed as part of the consenting requirements for the project, which will be developed so far as possible in a manner which minimises negative impacts on local businesses, local communities and the environment.</p>

Concern about the impacts of construction on local businesses.	✓	The concern is noted. We remain committed to working with the local communities and other developers in the area to developing a suite of controls to minimise disruption and inconvenience from the future construction of our project.
Concern about the impacts on the environment during construction.	✓	The concern is noted. Prior to consultation we undertook a pipeline route corridor study which sought to avoid designated habitats and environmentally sensitive sites. As the Project is refined during 2022, we will provide more information through engagement and consultation as to how it is proposed that the Project will seek to safeguard the environment and wildlife during both its construction and its operational phases.
Concern about the impacts on wildlife during construction.	✓	Prior to consultation we undertook a pipeline route corridor study which sought to avoid designated habitats and environmentally sensitive sites. As the Project is refined during 2022, we will provide more information through engagement and consultation on any proposed measures to safeguard the environment and wildlife during its construction and operational phases.
Concern about impacts on Preston village from an increase in the cumulative effect of construction traffic.	✓	<p>We will seek to minimise traffic disruption and disturbance to local communities and the local road networks affected by construction traffic wherever practicable whilst achieving the efficient delivery of materials and equipment. As part of the consenting process for the Project, the potential effects of construction vehicles on local transport links will be assessed in the transport assessment to comprise part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application.</p> <p>Construction traffic routeing, and other relevant traffic management techniques will be discussed with the relevant highway authorities. Where the construction phase of the Project has a likely impact on the public highway, a range of techniques will be taken forward and discussed with the relevant highway authorities to manage the process. As part of</p>

		future engagement and consultation during 2022, we will provide more information on any proposals to minimise highway impacts during the construction phase of the project.
Objection to the proposed route corridor C2 due to construction noise impacts on residents.	✓	We will seek to minimise disturbance to local communities and the local road networks affected by construction traffic wherever practicable. As part of the later stages of project refinement and design the highways, air quality and noise impacts of construction vehicles on local transport links will be assessed as part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application. Construction traffic routeing and other traffic management techniques will be agreed with the relevant highway authorities.
Objection to the proposed route corridor C2 due to construction air quality impacts on residents.	✓	
Objection to the proposed route corridor C2 due to construction traffic impacts on residents.	✓	
Suggestion that local road networks be upgraded prior to consent in order to support the proposed development.	✓	
Concern about the impacts of construction traffic on communities due to the existing road infrastructure.	✓	<p>We will seek to minimise traffic disruption and disturbance to local communities and the local road networks affected by construction traffic wherever practicable whilst achieving the efficient delivery of materials and equipment. As part of the consenting process for the Project, the potential effects of construction vehicles on local transport links will be assessed as part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application. Construction traffic routeing, and other relevant traffic management techniques will be agreed with the relevant highway authorities.</p> <p>Where the construction phase of the Project has a likely impact on the public highway (including through any temporary closures) a range of techniques will be taken forward and discussed with the relevant highway authorities to manage the process. As part of future engagement and consultation during</p>

		2022, we will provide more information on any proposals to minimise highway impacts during the construction phase of the Project.
Objection to the proposed route corridor C2 due to construction noise impacts on local businesses.	✓	<p>The concern is noted. We remain committed to working with the local communities to minimise disruption and inconvenience, including from noise, during the construction phase of the Project. As part of future engagement and consultation during 2022, we will provide more information on any proposed measures to seek to safeguard people and communities during the construction phase of the project.</p> <p>We will seek to minimise disturbance to local communities and the local road networks affected by construction traffic wherever practicable. As part of the later stages of project refinement and design the noise impacts of construction vehicles on local transport links will be assessed as part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application. Construction traffic routing and other traffic management techniques will be agreed with the relevant highway authorities.</p>
Concern about the impacts of construction of route option corridor C2 on a national cycle route.	✓	<p>We will seek to minimise disturbance to local communities and the local road and cycle route networks affected by the construction of the Project wherever practicable. As part of the later stages of project refinement and design the highways, air quality and noise impacts of construction vehicles on local transport links will be assessed as part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application. Construction traffic routing and other traffic and highways management techniques will be agreed with the relevant highway authorities.</p>
Request that any micro tunnelling or boring be adequately designed and controlled to limit the risk of	✓	

undermining or collapse of waterway structures.		
Recommendation that advice on micro tunnelling and boring in the vicinity of canals and rivers is sought from the Canals and Rivers Trust Works Engineer.	✓	The points made are noted. We welcome ongoing engagement with the Canal & Rivers Trust as we refine the routing, and develop the design, of our project.
Recommendation that Construction Management Details are provided at the relevant stage to ensure that risks of contamination or pollution from plant and stockpiles and adequately addressed.	✓	
Concern that the proposed route would require an AGI near to Winterton.	✓	The location of any Above Ground Installations (AGIs) will depend on a range of factors including the final pipeline configuration and preferred route corridor option selected. A siting exercise will be conducted to identify possible locations for all AGIs and will inform the proposed future engagement and consultation in 2022.
Concern that existing pipelines and routes will not be used in the construction of the proposed development.	✓	The carbon dioxide and hydrogen pipeline infrastructure which are proposed in our project cannot make use of existing pipelines in the area as they have different uses and requirements.
Concern about the impacts of construction on Royal Mail operations.	✓	We remain committed to working with the local communities and businesses operating in the area to minimise disruption and inconvenience during the construction phase of the project. As the Project is refined during 2022, we will provide more information through engagement and consultation on any proposed measures to safeguard communities and businesses during the construction phase of the Project. We look forward to ongoing engagement with Royal Mail as the design of the project develops.

The routes with the lowest environmental impact should be chosen to further reduce impacts on the environment.	✓	This comment is noted and will be considered further throughout the iterative development of the Project's design. The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.
What are the current regulations for the distance of foundations from properties and buildings from the pipeline?	✓	The design of the proposed pipelines will be in accordance with all necessary requirements in the relevant pipeline codes and standards which require the pipelines to be located away from occupied buildings and to avoid built up areas.
Concern about loss of value to housing due to the construction of the proposed development.	✓	<p>We remain committed to working with the local communities to minimise disruption and inconvenience, including from noise, during the construction phase of the Project. As part of future engagement and consultation during 2022, we will provide more information on any proposed measures to seek to safeguard people and communities during the construction phase of the project.</p> <p>The preferred Project route and placement of AGIs will take into account the position of residential properties. The Project will be subject to a detailed Environmental Impact Assessment process, and the environmental effects of the Project will be reported in the PEIR which will be subject to statutory consultation, and the ES on the submission of the application.</p>
Suggestion that the pipeline crossing the Humber Estuary be tunnelled rather than trenched in order to reduce impacts on easily damaged mudflats.	✓	The proposals to cross the River Humber would include a bored tunnel. National Grid Gas has recent experience with a tunnel under the River Humber, and the 'lessons learnt' will be used on this project being taken forward by National Grid Ventures.
Suggestion that the pipeline crossing rivers are constructed using trenchless methods.	✓	National Grid typically seeks to route its pipelines under main rivers using a suitable trenchless technique. Should it become apparent that an alternative method would be more appropriate, the project will engage with relevant consultees

			within ongoing engagement as the Project's design progresses.
Suggestion that there must be sufficient standoff and depth between flood defences and riverbeds and the pipelines.	✓		
Suggestion that pipelines must be suitably protected to withstand maintenance of operational activities on any flood defences above.	✓		This comment is noted and will be discussed further with relevant consultees as the Project's design is further refined and developed.
Suggestion that the timing of construction should be managed so as to avoid impacts across large areas of land at once due to potential impacts on species.	✓		
Suggestion that appropriate permissions are obtained from the relevant authorities regarding flood storage areas and watercourses.	✓		This comment is noted and will be discussed further with relevant consultees as the Project's design is further refined and developed. All consents and permissions required would be obtained from the appropriate authorities.
Concern about the effects of construction and air quality impacts on local businesses.		✓	The concern is noted. We remain committed to working with the local communities to minimise disruption and inconvenience during the construction phase of the Project. As the Project is refined ahead of future engagement and consultation during 2022, we will provide more information as to how it is proposed the project will seek to safeguard people and communities during the construction phase.
Suggestion that road closures and diversions may be required for narrow roads into Hull	✓		This comment is noted. The traffic and transport assessment will consider the impact on the road network. Engagement with Local Highway Authorities will ensure all routes are captured within our assessment.

Concern about the impact of construction traffic on congestion along horse riding school routes such as Lowfield Lane	✓	The concerns are noted. We remain committed to working with the local communities and other developers in the area to developing a suite of controls to minimise disruption and inconvenience from the future construction of our project. All likely significant effects of the project shall in due course be assessed as part of the consenting requirements for the project, which will be developed so far as possible in a manner which minimises negative impacts on local businesses, local communities and the environment.
Concern that construction traffic and associated noise may impact on the safety of horse riding in the local area	✓	
Concern about the construction impacts of route section C3 on local communities	✓	
Support for the proposed construction timeline	✓	As the project design is refined and taken forward in future engagement and consultation during 2022, more information shall be provided around possible techniques and measures to mitigate likely significant impacts of the projects.
Environment		

Suggestion that areas outside designated site boundaries can support mobile species linked to designated sites.	✓	This support for the proposed construction timeline is noted.
Suggestion that impacts of the proposed development on habitats used by bird species linked to Special Protection Areas be considered and assessed.	✓	<p>This comment is noted. As part of the Environmental Impact Assessment (and Habitats Regulations Assessment for Special Protection Areas and other sites that make up the national site network) we will explore potential impacts to statutory and non-statutory designated sites including whether or not the land affected by the Project is functionally linked to such sites.</p> <p>As part of the Environmental Impact Assessment (and Habitats Regulations Assessment for Special Protection Areas and other designated sites that make up the national site network) we will explore potential impacts to statutory and non-statutory designated sites including whether or not the land affected by the Project is functionally linked to any such site.</p> <p>Through engagement with Natural England, we have devised a study area and we are currently in the process of undertaking surveys to understand how passage and wintering birds utilise this area.</p>

Support for environmental improvements.	✓	<p>National Grid Ventures is committed to biodiversity net gain across the Project and our environmental team will work collaboratively both internally and with external stakeholders to drive tangible environmental improvements across the project boundary.</p> <p>The Project will follow the principles of the mitigation hierarchy and as part of the ongoing route selection process, we will identify and actively seek to avoid features of nature conservation interest. Where features cannot be avoided, preventative steps will be taken to minimise impacts, and remediation (restoration and replacement habitat creation) and offsetting (of residual, unavoidable impacts) requirements will be established focused on improving the overall value to biodiversity. It is proposed that a dedicated biodiversity strategy is development to capture such information, and this will be appended to the environmental statement.</p> <p>We would welcome any suggestions you may have and/or information relating to any relevant projects you are currently working on in this regard.</p>
Concern about impacts of proposed route option C2 on local ponds and biodiversity.	✓	<p>Prior to consultation in 2021 the route of the Humber Low Carbon Pipelines was the early stages of its development. As such we could not confirm whether or not the ponds and biodiversity around the identified property would be directly affected.</p> <p>The Project is following the principles of the mitigation hierarchy and as part of the ongoing route selection process, we will identify and actively seek to avoid features of nature conservation interest (including but not limited to ponds). Where features cannot be avoided, preventative steps will be taken to minimise impacts and remediation (restoration and replacement habitat creation) and offsetting (or residual,</p>

		unavoidable impacts) requirements established, with an emphasis on improving the overall value to biodiversity.
Suggestion that new pipeline crossings of canals and rivers be undergrounded to minimise any adverse visual impact caused by the presence of overhead pipelines above the waterway.	✓	The Humber Low Carbon Pipelines project will be predominantly underground with the exception of the Above Ground Installations. Trenchless crossing techniques will be used where appropriate to minimise impacts on waterways and we will consult with relevant stakeholders including local authorities, Environment Agency, Internal Drainage Board and Canal and River Trust
Concern about impacts of the proposed development on the Killingholme Haven SSSI.	✓	As part of the ongoing route selection process, we have identified and actively avoided all SSSIs. North Killingholme Haven Pits SSSI was identified during this process and is situated approximately 750m outside of the route corridor option boundaries proposed for non-statutory consultation. No direct impacts on the SSSI are envisaged; however, potential indirect impact pathways will be assessed fully within the Environmental Impact Assessment.
Suggestion that the proposed development protect and enhance public rights of way in accordance with NPPF paragraph 100.	✓	The traffic and transport assessment produced for the Project will consider the interface with public rights of way. The use of mitigation measures, particularly during construction, to protect public rights of way will be explored as part of the traffic and transport assessment. Engagement with Local Highway Authorities will ensure all routes are captured within our assessment.
Concern that the Route Corridor Report does not consider effects on pedestrian routes other than National Trails and the National Cycle Network.	✓	The impact on the public rights of way network will be assessed as part of the traffic and transport assessment. The use of mitigation measures, particularly during construction, to protect public rights of way will be explored as part of the traffic and transport assessment to form part of the Environmental Impact Assessment process, and reported in the PEIR, which will be the subject of statutory consultation, and the ES to be submitted with the application. The traffic and transport assessment produced for the Project will consider the interface
Suggestion that National Grid commit to avoid and mitigate impacts on public rights of way.	✓	

		with all public rights of way. Engagement with Local Highway Authorities will ensure all routes are captured within our assessment.
Concern about the impacts of the proposed development on the Humberside section of the Trans Pennine Trail.	✓	The impact on the Trans Pennine Trail will be assessed as part of the traffic and transport impact assessment produced for the Project. Engagement with Local Highway Authorities will ensure all routes are captured within our assessment.
Suggestion that the impacts of route corridor section A on the Thorne, Crowle and Goole Moors SSSI be assessed.	✓	As part of the ongoing route selection process, we have identified and actively avoided all SSSIs. North Thorne, Crowle and Goole Moors SSSI was identified during this process and is situated approximately 430m outside of the route corridor option boundaries proposed in the non-statutory consultation. No direct impacts on the SSSI are envisaged; however, potential indirect impact pathways will be assessed fully as part of the Environmental Impact Assessment. and reported in the PEIR, which will be subject to statutory consultation, and the ES on submission of the application
Concern about the impacts of proposed route corridor section A1 on wintering wildfowl and wading birds in the Humber Estuary SPA and SAC.	✓	As part of the Environmental Impact Assessment (and Habitats Regulations Assessment for Special Protection Areas and other designated sites that make up the national site network) we will explore impacts to statutory and non-statutory designated sites including whether or not the land affected by the Project is functionally linked to such sites. Through engagement with Natural England, we have devised a study area, and we are currently in the process of undertaking surveys to understand how passage and wintering birds utilise this area. The survey comprises a series of transect routes and vantage points and includes the land within Route corridor A1.
Suggestion that construction and operational impacts of route corridor section A on lowland farmland habitats within the	✓	As part of the Environmental Impact Assessment (and Habitats Regulations Assessment for Special Protection Areas and other designated sites that make up the national site network) we will explore impacts to statutory and non-statutory

Humber Estuary SPA be assessed.		<p>designated sites including whether or not the land affected by the Project is functionally linked to such sites.</p> <p>Through engagement with Natural England, we have devised a study area and we are currently in the process of undertaking surveys to understand how passage and wintering birds utilise this area. The survey comprises a series of transect routes and vantage points, and (as agreed with Natural England) includes the land within route corridor sections A1 to A4 that falls within the 3km SSSI impact risk zones associated with the Humber Estuary.</p>
Suggestion that the impacts of the proposed development on pink footed geese in the Humber and Thorne & Hatfield Moors be assessed.	✓	<p>This comment is noted.</p> <p>Through engagement with Natural England, we have devised a study area and we are currently in the process of undertaking surveys to understand how passage and wintering birds utilise this area. The survey comprises a series of transect routes and vantage points, and (as agreed with Natural England) includes the land within the 3km SSSI impact risk zones associated with the Humber Estuary.</p>
Suggestion that the impacts of the proposed development on breeding nightjars in the Thorne & Hatfield Moors SPA be assessed.	✓	<p>As part of the Environmental Impact Assessment (and Habitats Regulations Assessment for Special Protection Areas and other designated sites that make up the national site network) we will explore impacts to statutory and non-statutory designated sites including whether or not the land affected by the Project is functionally linked to such sites.</p> <p>We are developing a survey strategy for breeding birds and potential impacts to nightjars/Thorne & Hatfield Moors SPA will be considered during this process and as part of the Habitats Regulations Assessment.</p>
Suggestion that the impacts of the proposed development on common crane in the Thorne Moors be assessed.	✓	<p>This comment is noted. Impacts of the proposed development on common crane in the Thorne Moors will be assessed as part of the Environmental Impact Assessment and reported in the PEIR, which will be subject to statutory consultation, and the ES on submission of the application.</p>

<p>Suggestion that the impacts of route corridor section A2 on protected bird species in the Alkborough Flats be assessed.</p>	<p>✓</p>	<p>Through engagement with Natural England, we have devised a study area and we are currently in the process of undertaking surveys to understand how passage and wintering birds utilise this area. The survey comprises a series of transect routes and vantage points, and (as agreed with Natural England) includes the land within the 3km SSSI impact risk zones associated with the Humber Estuary.</p> <p>We are also currently designing the survey strategy for breeding birds.</p> <p>Alkborough Flats is situated approximately 400m north of route corridor section A2. Wetland Bird Surveys (WeBs) data has already been obtained for the site and we will explore impacts as part of the Environmental Statement and Habitats Regulations Assessment.</p>
<p>Suggestion that the impacts of proposed route corridor sections A1 and A4 on Eastoft Meadow SSSI be assessed.</p>	<p>✓</p>	<p>As part of the ongoing route selection process, we have identified and actively avoided all SSSIs. Eastoft Meadow SSSI was identified during this process and is situated approximately 20m outside of the route corridor option boundaries proposed for non-statutory consultation. No direct impacts on the SSSI are envisaged; however, potential indirect impact pathways will be assessed fully as part of the Environmental Impact Assessment and reported in the PEIR, which will be subject to statutory consultation, and the ES on submission of the application.</p> <p>We would welcome any suggestions you may have relating to the potential enhancement or expansion of Eastoft Meadow.</p> <p>It is proposed that a dedicated biodiversity strategy is being proposed to capture such information, and this will be appended to the Environmental Statement.</p>
<p>Concern about the impact of proposed route corridor section B1 on bird species in the Ancholme Valley.</p>	<p>✓</p>	<p>Through engagement with Natural England, we have devised a study area and we are currently in the process of undertaking surveys to understand how passage and wintering</p>

Suggestion that the impacts of proposed route corridor section C1 on SPA assemblage in functional linked farmland be assessed.	✓	birds utilise this area. The survey comprises a series of transect routes and vantage points, and (as agreed with Natural England) includes the land within the 3km SSSI impact risk zones associated with the Humber Estuary. In-combination effects of the Project and other projects sufficiently developed to allow an assessment of their effects will be identified and considered as part of the Environmental Impact Assessment and Habitats Regulations Assessment for the Project in line with the PINS Advice Note 17 (Cumulative Effects Assessment).
Suggestion that the impacts of proposed route corridor section B1 on protected bird species in East Halton be assessed.	✓	
Suggestion that the cumulative impacts of route corridor section C and other developments such as the Able Marine Energy Park on designated features in the Humber Estuary SSSI and SAC be assessed.	✓	This comment is noted. In-combination effects of the Project and other projects sufficiently understood to allow an assessment of their effects will be identified and considered as part of the Environmental Impact Assessment and Habitats Regulations Assessment for the Project in line with the PINS Advice Note 17 (Cumulative Effects Assessment). Potential in-combination effects between Able Marine Energy Park and route section C would, as appropriate, be included as part of this.
Suggestion that the cumulative impacts of the proposed development and other developments in the Humber Estuary on the SPA be assessed.	✓	This comment is noted. In-combination effects of the Project and other projects sufficiently developed to allow an assessment of their effects will be identified and considered as part of the Environmental Impact Assessment and Habitats Regulations Assessment for the Project in line with the PINS Advice Note 17 (Cumulative Effects Assessment).
Suggestion for landscape specific habitat enhancement as part of the proposed development	✓	National Grid Ventures is committed to biodiversity net gain across the project and our environmental team will work collaboratively both internally and with external stakeholders to drive tangible environmental improvements linked to the Project. It is proposed that a dedicated biodiversity strategy is development to capture such information, and this will be appended to the Environmental Statement. Environmental enhancements will be considered as part of a holistic approach to project's design, and we would welcome

		any suggestions you may have and/or information relating to any relevant projects you are currently working on in this regard.
Suggestion for the creation of a wetland features corridor through route corridor section A1, including wetlands on the edge of Thorne Moors.	✓	
Suggestion for the development of wet grassland and creation of reedbeds along route corridor options A2, A3 and A4 near the River Trent.	✓	This comment is noted. We are currently seeking to identify strategic partners we can collaborate with to identify tangible biodiversity enhancements linked to the Project. The project team would welcome any additional information in relation to these suggestions for further discussion.
Suggestion for heathland creation on areas of Coversand near route corridor sections A4 and A5.	✓	
Suggestion for the creation of wetlands and scrublands in the Ancholme Valley near to route corridor section B1.	✓	
Suggestion for wetland and farmland enhancement near route section C that links and builds on local mitigation habitats.	✓	
Suggestion for wildlife corridors including wetland habitats through Holderness farmland.	✓	
Concern about the impacts from the proposed development on	✓	The impact of the Project on the integrity of flood defences, including access to them and future improvement plans will be

flood defences, their access and future improvement plans.		assessed within the Environmental Impact Assessment and the Flood Risk Assessment. These assessments will be informed by the emerging Humber Strategy and relevant Shoreline Management Plan, and the Project will engage with relevant stakeholders, including the Environment Agency to agree, where necessary, any monitoring or mitigation measures to safeguard flood defences.
Suggestion that further discussions regarding flood defences and associated permits/exemptions are secured prior to work commencing.	✓	Engagement with the Environment Agency has commenced. This will continue as the Project progresses and will include discussions regarding the permits/exemptions required for the Project.
Suggestion that flood storage areas should be identified.	✓	Existing flood storage areas will be identified and any potential for the Project to interface with any such areas will be evaluated within the Flood Risk Assessment. The Project Team will follow the progress of the Humber Strategy, which is due for publication in 2023, and note that the current Humber Strategy shows areas around Immingham as potential flood storage areas.
Concern that above ground infrastructure is at risk of flooding.	✓	The potential locations of Above Ground Installations (AGI) are being developed, further detail will be available as the Project progresses. Any AGI within the extent of Environment Agency Flood Zones 2 or 3 will be subject to a detailed Flood Risk Assessment (FRA). The AGIs will be designed for flood resilience, including allowance for the predicted effects of climate change over the assets lifetime, and the FRA would identify any mitigation measures necessary to ensure no off site flood risk detriment.
Suggestion that flood risk assessments be undertaken to ensure above ground infrastructure remain protected from flooding.	✓	An FRA will be prepared for the Project. The FRA will consider all relevant sources of flood risk and include for the effects of climate change over the Projects lifetime. Any AGI located within the floodplain, defined by the extent of Environment Agency flood zones 2 and 3, will be designed for flood

		resilience and mitigation will be provided to ensure no off-site flood risk detriment.
Suggestion that assessments consider climate change.	✓	Climate change allowances will be applied within the Flood Risk Assessment in accordance with latest Environment Agency guidelines (currently October 2021). Allowances will be applied to rainfall intensity to inform the design of surface water drainage measures at AGIs, as well as to sea level rise and river flows to ensure flood resilience of any AGIs located within the floodplain.
Suggestion that flood risk assessments consider impacts from temporary or permanent displacement of flood plain on flood flow routes.	✓	The FRA will consider the potential for the Project (during both construction and operation) to cause an increase in flood risk by displacing floodwaters and/or blocking key flood flow routes. Where potential for detrimental effects are identified, suitable mitigation will be proposed as part of the FRA. These mitigation measures would be agreed with relevant stakeholders, including the Environment Agency and relevant Lead Local Flood Authority or Internal Drainage Board.
Suggestion that assessment of coastal erosion and processes should be undertaken for coastal transition areas.	✓	An assessment of effects on coastal erosion and processes will be undertaken and will inform the Environmental Impact Assessment.
Suggestion that assessments of coastal erosion and processes should consider the Shoreline Management Plan and Humber Strategy and input from East Riding of Yorkshire Council.	✓	The Project has started to engage with East Riding of Yorkshire Council and will continue to do so to scope the assessment of effects on coastal erosion and coastal processes. The Humber Strategy and Shoreline Management Plan will be considered in our assessments.
Concern that the proposed route corridors pass through areas with designated aquifers, source protection zones and groundwater vulnerability.	✓	As part of the ongoing design and iterative development of the Project we will continue to seek to avoid Source Protection Zones (SPZ) where practicable. Where there are potential interactions with a SPZ an appropriate assessment will be

		undertaken to determine if there may be potential impacts, and suitable mitigation recommended, if required.
Suggestion that assessment of potential land contamination and mitigation measures be undertaken.	✓	We will identify potential ground contamination and associated impacts in accordance with the Land Contamination: Risk Management guidance. This will include the identification of potential pollutant linkages through desk study and if required, thorough ground investigation, and risk assessment. If required suitable mitigation or remediation measures will be identified.
Suggestion that assessments of land contamination risks use appropriate Environment Agency guidance.	✓	Our assessment will be undertaken under the framework laid out in Land Contamination: Risk Management (LCRM). We have started consultations with both the Environment Agency and Local Authorities across the project for their advice regarding potential receptors.
Suggestion that assessment for land contamination should use the National Quality Mark Scheme (NQMS) for Land Contamination Management.	✓	We will review the appropriateness of the use of the NQMS on this project and continue to engage with the Environment Agency.
Suggestion that assessment of historic landfill sites and potential excavation or movement of historic waste be undertaken.	✓	In the first instance, we will look to route the pipeline away from known historic landfills. Where this is not possible then an assessment will be undertaken of the landfill to provide an understanding of the risks and propose suitable mitigation for those risks.
Suggestion for biodiversity net gain opportunities such as new habitat creation for priority and protected species.	✓	National Grid Ventures is committed to biodiversity net gain across the project, and we are currently seeking to identify strategic partners we can collaborate with to identify tangible biodiversity enhancements linked to the project. The project team would welcome any additional information in relation to these suggestions for further discussion.

		It is proposed that a dedicated biodiversity strategy is development to capture such information, and this will be appended to the Environmental Statement.
Suggestion for habitat gains for rivers to be implemented in line with Water Framework Directive requirements.	✓	<p>A Water Framework Directive screening assessment will be prepared as part of the Development Consent Order (DCO) application.</p> <p>The Project will engage with the Environment Agency and other relevant stakeholders to explore opportunities for habitat gains.</p>
Suggestion that cumulative impacts of construction be assessed.	✓	This comment is noted. The cumulative impact of construction of the Project and that of other projects sufficiently developed to allow an assessment of their effects will be identified and considered as part of the Environmental Impact Assessment and Habitats Regulations Assessment for the Project in line with the PINS Advice Note 17 (Cumulative Effects Assessment).
Suggestion that assessment on species should consider long-term impacts.	✓	<p>This comment is noted. We are in the process of developing the survey strategy for each identified ecological feature.</p> <p>The Environmental Impact Assessment will consider short and long term impacts and the monitoring that is necessary to ensure impacts are correctly assessed and that proposed biodiversity enhancements are realised.</p>
Suggestion that the impacts of route corridor section C1 on old clay pits on the south bank of the Humber Estuary containing nesting Schedule 1 species be assessed.	✓	<p>This comment is noted. We are currently designing the survey strategy for breeding birds and potential impacts to Schedule 1 species (amongst others) will be considered during this process and assessed as part of the Environmental Impact Assessment / Habitats Regulations Assessment.</p> <p>Please note that we have already identified the clay pits and presence of marsh harrier in this area.</p>
Concern about the impact of the proposed development on agricultural land	✓	The potential impact on agricultural land will be considered throughout the development of the Project and the “best and most versatile” agricultural land will be avoided where

		<p>practical. Effects on agricultural land will be weighed in balance with other considerations as part of ongoing project refinement and design work.</p> <p>Construction of the pipeline will involve temporary disturbance to agricultural land which will be re-instated. Construction of the Above Ground Infrastructure would result in the permanent loss of agricultural land.</p> <p>Best practice soil handling methods will be used to minimise potential long term effects in line with a Soil Management Plan. This will address potential adverse impacts on soil, including over-compacting, contamination and reducing soil quantity. Agricultural land temporarily affected by the construction of the scheme will be reinstated to its former quality and soils will be handled in a way that is suited to their intended end use (agriculture, landscape planting or habitat creation).</p>
Concern that the connection to the Endurance carbon storage facility will impact on the marine environment and landscape of the North Sea linked to Special Protection Areas be considered and assessed	✓	<p>The Endurance carbon storage facility and offshore pipeline is covered and promoted by separate consents. National Grid is working closely with the Northern Endurance Partnership (NEP) led by BP to ensure that sensitive receptors such as the Greater Wash SPA are considered and assessed as part of both consents.</p> <p>Cumulative effects with other projects will be considered in the Environmental Statement.</p>
Concern that the existing seabed of the Humber coast is compromised by wind turbine installations and unexploded wartime munitions	✓	<p>The Endurance carbon storage facility and offshore pipeline is being promoted by separate consents. A wide range of constraints including wind turbine installations and unexploded ordnance will be considered in the routing of the pipeline under the sea bed.</p>
Concern about the impact of the proposed development on seabirds feeding out at sea	✓	<p>Potential impacts on bird species including seabirds will be a key consideration in the Environmental Impact Assessments undertaken by National Grid Ventures and bp in their respective Environmental Impact Assessments. National Grid Ventures has consulted with Natural England regarding bird</p>

			surveys and are currently undertaking wintering bird surveys to inform project development.
General			
General support to the proposed development.	✓	✓	The support for the Project is noted and National Grid Ventures welcomes the opportunity for ongoing engagement.
Opposition to the proposed development due to concerns that carbon reduction policy and goals are not effective.		✓	<p>By delivering the carbon dioxide and hydrogen pipeline infrastructure to the Humber region, the Humber Low Carbon Pipelines project will assist with the Government's ambition to reduce greenhouse gas emissions to net zero by 2050.</p> <p>The project will deliver the critical infrastructure required to deliver on ambitions set out in the Ten Point Plan for a Green Industrial Revolution published by the Department of Business, Energy and Industrial Strategy in November 2020.</p>
Concern that national policy and targets are not effective.		✓	
General opposition to the proposed development.		✓	
Concern about the concept of CCS and it incentivising future carbon emissions on future generations.		✓	
Concern that the project need is based upon the continued reliance of burning fossil fuels.		✓	
Objection to the proposed development as the project is not carbon neutral and incentivises the burning of fossil fuels.		✓	
Opposition to the proposed development as it is not considered to be a carbon neutral project when compared to other alternatives.		✓	

Concern that the reduction of carbon dioxide emissions as a solution to climate change is being applied without the consideration of alternatives.	✓	
The future aim of the project should be carbon negative and not just carbon zero.	✓	
Suggestion that the financing of the project could be put to better use.	✓	By delivering the Hydrogen and captured Carbon Dioxide pipeline infrastructure to the Humber region, the Humber Low Carbon Pipelines Project will assist with the Government's ambition to reduce greenhouse gas emissions to net zero by 2050. The business model and funding mechanism for this project is currently under discussion between multiple parties, including the Department of Business, Energy and Industrial Strategy (BEIS). These conversations will continue throughout the development of the Project.
Opposition to the proposed development due to cost.	✓	
Opposition to the proposed development due to the impacts on communities.	✓	
Support for the proposed development due to project benefits.	✓	The support for the Project in relation to positive impacts for communities and the impact on climate change is noted.
Support for the proposed development due to climate change benefits.	✓	The support for the Project in relation to the positive impact on the local area and climate change is noted.
Support for the proposed development as a key Nationally Significant Infrastructure Project for the Humber Zero Carbon transition strategy.	✓	The support for the project in relation to the Humber Zero Carbon transition strategy is noted.

Support for the proposed development due to a reduction in carbon impacts across the region.	✓	The support for the project in relation to the reduction of carbon impacts is noted.
Suggestion that more than one carbon dioxide transportation and storage providers are needed in the region.	✓	<p>The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS). In Phase 1 of this process, the East Coast Cluster (of which our project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s.</p> <p>Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters. The Humber Low Carbon Pipelines project will respond to this announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.</p>
Objection to the proposed development due to the existence of many services and utility pipelines in the local area.	✓	<p>The Project will deliver critical infrastructure required to deliver on ambitions set out in the Ten Point Plan for a Green Industrial Revolution published by the Department of Business, Energy and Industrial Strategy (BEIS) in November 2020.</p> <p>To meet this ambition, new infrastructure is required in the region as it could not be met by utilising existing infrastructure. The existence of third party services and utilities will be considered as the Project design is developed and refined further.</p>
Suggestion that National Grid also consider nature-based solutions for decarbonisation.	✓	National Grid Ventures welcome the opportunity to discuss appropriate mitigation and enhancement opportunities in relation to the Humber Low Carbon Pipelines project as it develops further.
Suggestion that the creation of saltmarsh and wetlands in the Humber region offer nature-based alternatives to	✓	The suggestion is noted and the Humber Low Carbon Pipelines project welcome the opportunity to discuss

decarbonisation and provide long-term coastal defence.		appropriate mitigation and enhancement opportunities as the Project develops further.
Suggestion that nature-based alternatives to decarbonisation enable wildlife restoration and climate change adaptation.	✓	
Information		
Request for more information regarding the impacts on communities and landowners.	✓	All requests were logged and responded to during the consultation period, noting that the level of information available at this first phase of consultation reflected the fact the Project was at an early stage. Further information reflecting the refined proposals and latest available plans will be presented as part of future engagement and consultation following further surveys and investigations. This will include further information on potential project impacts on communities and landowners.
Request for more information on accessing land to construct a tunnel under the Humber.	✓	All requests were logged and responded to during the consultation period, noting that the level of information available at this first phase of consultation reflected the fact the Project was at an early stage. Further information reflecting the refined proposals and latest available plans will be presented as part of future engagement and consultation. This will include further information on construction and access.
Request for more information on the impacts of the proposed development during construction.	✓	All requests were logged and responded to during the consultation period, noting that the level of information available at this first phase of consultation reflected the fact the Project was at an early stage. Further information reflecting the refined proposals and latest available plans will be presented as part of future engagement and consultation following further surveys and investigations. This will include further information in relation to environmental considerations, including potential impacts on habitats.

Request for more information relating to the project programme for construction post consent.	✓	All requests were logged and responded to during the consultation period, noting the fact that the Project is at an early stage.
Request for more information in relation to cooperation with the Humber Zero Project and the sharing of resources and benefits.	✓	The Humber Low Carbon Pipelines project is separate, and being progressed independently, from the Humber Zero Project. The Department of Business, Energy and Industrial Strategy (BEIS) Carbon Capture Usage and Storage (CCUS) Cluster Sequencing announcement in October 2021 identified the East Coast Cluster (of which Humber Low Carbon Pipelines project is a part) for Phase 1 funding.
Request for more information in relation to commitments to the project from British Steel and Equinor.	✓	<p>All requests were logged and responded to during the consultation period, including as to the partnership between National Grid Ventures and other Zero Carbon Humber partners (British Steel, Equinor, and others). The Zero Carbon Humber consortium is working to support the decarbonisation of the Humber region.</p> <p>National Grid Ventures' Humber Low Carbon Pipelines project is designed to create a network of pipelines to connect to major industrial emitters in the region.</p> <p>Information relating to timescales for the delivery of these projects will be updated as the projects develop. Should there be detailed questions relating to the delivery of these projects, it is recommended that these are directed to the appropriate organisation to ensure that the most up to date information can be provided.</p>
Request for more information in relation to when it is expected that hydrogen production will commence.	✓	<p>Hydrogen production will be delivered by partner projects within the Zero Carbon Humber consortium.</p> <p>Information relating to timescales for the delivery of these projects will be updated as the projects develop. Should there be detailed questions relating to the delivery of these projects, it is recommended that these are directed to the appropriate organisation to ensure that the most up to date information can be provided.</p>

Request for more information in relation to the naming of the route corridor going through New Barnetby.	✓	All specific requests relating to the consultation materials, including the maps, were noted and responded to during the consultation period.	
Request for information about the opportunities to supply carbon dioxide to the food and drinks industry.	✓	This project is focused on transporting and storing captured carbon dioxide, as part of the process to remove carbon emissions from the atmosphere and help with the low carbon transition. 'Utilisation' currently does not form part of the proposals under consultation but could potentially be suitable for future investigation.	
Concerns that phone messages left by consultees are not being responded to.	✓	All requests were noted and responded to during the consultation period. The Project Team includes dedicated staff who manage the Project phonelines. There is a process in place for dealing with enquiries from those with an interest in land which may be affected by the Project. Where the Project receives an answerphone message, the team aims to respond promptly.	
Request for information about the future application of small and medium sized emitters being added to the network.	✓	The Project aims to create a network of pipelines into which additional emitters can potentially connect. Prospective partners are invited to contact National Grid Ventures to discuss any options further.	
Request for more information/maps of the proposed route corridors.	✓	✓	All requests were logged and responded to, noting that the level of information available at this first phase of consultation reflected the fact the Project was at an early stage of development. Further information reflecting the refined proposals and latest available plans will be presented as part of future engagement and consultation. This will include information on the refined route options and potential local impacts.
Request for more information regarding the dimensions of the	✓	Information on constructing an onshore underground pipeline was provided in the September 2021 Consultation Brochure	

proposed pipeline and the required earthworks to assist in understanding the potential effects on communities and property.		(pg. 7). All requests for further information were noted. Further information reflecting the refined proposals and latest available plans will be presented as part of future engagement and consultation. This will include information on the refined route options and potential local impacts.
General request for more project information.	✓	Information requests from statutory consultees were noted and actioned. The applicant will engage with statutory consultees throughout the development of the project.
National Grid should request consultation responses from the MMO via their chargeable enquiry system.	✓	Information requests from statutory consultees were noted and actioned. The applicant will engage with statutory consultees throughout the development of the project.
Request for a meeting to discuss a proposed district heating network in Goole and Rawcliffe Bridge with ERYC.	✓	The meeting request was noted and will be actioned as part of continued engagement throughout the development of the Project.
Request for a meeting to support IDBs providing advice on individual byelaw requirements under the Land drainage Act 1991.	✓	The meeting request was noted and will be actioned as part of continued engagement throughout the development of the Project.
Request for geospatial data for the project, specifically associated with the current route option corridors to enable a detailed assessment of MoD land and property.	✓	All requests were noted and responded to. Where requested, relevant geospatial information was shared.
Request for information on potential impacts of the proposed development in the vicinity of Selby/Drax.	✓	All requests were logged and responded to, noting that the level of information available at this first phase of consultation reflected the fact the Project was at an early stage of development. Further information reflecting the refined proposals and latest available plans will be presented as part

		of future engagement and consultation. This will include information on the refined route options and potential local impacts.
Request for information on restrictions the proposed development could have on the creation of new habitats.	✓	The project team continue to work closely with third parties (including the Environment Agency) to secure environmental enhancement as part of the project. Ongoing engagement with key relevant stakeholders includes discussion around the reinstatement of the land housing the underground onshore pipeline network following construction. While restrictions to future development along the pipeline routes would include any building work, it would not preclude the development of new habitat. Plants forming any new habitat may need consideration from the depth of any roots perspective to prevent any deleterious impact to the buried pipeline.
Request for information on whether the pipeline would run through Burton Pidsea during or after construction.	✓	All requests were noted and responded to, confirming to consultees and landowners that the pipelines would not be routed directly through any village either during or after construction. The pipelines will run primarily through agricultural land and industrial areas where they will connect to emitter projects. The project will not be routed through private dwellings.
Request for information relating to assessments undertaken on MoD land and property.	✓	The route corridors were developed using a wide range of environmental and technical considerations at this early stage of project development. The project will continue to engage and consult throughout 2022 to refine the Project further, including any feedback received during this consultation period.
Request for more information on the route options for the project in the vicinity of the coastline.	✓	The Humber Low Carbon Pipelines project consulted on route corridor options to potential landfall sites at Aldbrough and Easington. An offshore pipeline would transport the carbon dioxide to storage sites under the southern North Sea. An indicative offshore route is indicated in the Northern Endurance

		Partnership (NEP) document titled 'Scoping report for offshore environmental impact assessment' which is available on the East Coast Cluster web site. National Grid Ventures is working with the NEP (and partnership lead BP) who is responsible for this offshore pipeline.
Request for more information regarding route corridors A and C in the vicinity of Aldbrough and their proximity to North Star Sanctum and Stables Cottages.	✓	All requests for further information were logged and responded to during the consultation period, noting that the level of information available at this first phase of consultation reflected the fact the Project was at an early stage. Further information reflecting the refined proposals and latest available plans will be presented as part of future engagement and consultation.
Request for project GIS information.	✓	All requests were noted and responded to during the consultation period. Where requested, relevant shapefiles were shared during the consultation period.
Request for consultation information leaflets.	✓	All requests were noted and responded to within the consultation period. Where requested, copies of the consultation leaflet were also sent to consultees who made enquiries during the consultation period.
Request for detailed map of the proposed routes.	✓	All requests were noted and responded to during the consultation period. Where appropriate, hard copies of the project maps were sent to consultees, with individual locations circled for ease and clarity.
Support for the need to develop a hydrogen network through use of existing and new gas infrastructure	✓	This support for the development of a hydrogen network is noted.
Major Accidents and Safety		
Concern that there is insufficient information on safety measures.	✓	The safety of the general public, our staff, contractors and anyone who comes into contact with our proposed works is our top priority. The proposed pipelines and associated Above
What do the Health and Safety Executive say on pipelines	✓	

(Hydrogen) to the proximity of domestic dwellings?		Ground Installations (AGIs) will be designed, constructed, operated and maintained in accordance with the relevant statutory requirements and will need to comply with the relevant approved pipeline codes and standards.
Concern that there is no information relating to safety margins for the proposed development and its proximity to communities.	✓	
Suggestion that pipeline crossings of canals and rivers be undergrounded to avoid any reduction in navigational head height of vessels.	✓	We would typically expect to go under waterways using a trenchless technique. Any proposals to cross third party assets would be developed taking into account the requirements of the third party and will be discussed with them through as part of our future consultation and third-party engagement processes.
Concern about the safety of undersea carbon dioxide storage.	✓	Carbon dioxide will be transported through the project's proposed terrestrial pipeline network infrastructure which will then connect at the coast to an offshore pipeline linking into the Endurance storage site under the North Sea. The offshore pipeline and the Endurance storage site infrastructure are being promoted under separate consents by the Northern Endurance Partnership (NEP) led by BP. All relevant issues relating to the integrity of the offshore infrastructure will be considered as part of the consenting regime for that separate offshore project.
Concern about the effects of carbon leakage from the inadequate sealing and burying of the connection to the Endurance carbon capture facility	✓	
Route corridor A		
Suggestion that section A route corridor options that impact on the Thorne, Crowle and Goole Moors SSSI and the Humber Estuary SSSI should be avoided.	✓	<p>This comment is noted and will be considered further throughout the iterative development of the Project's design.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p> <p>As part of the ongoing route selection process, we have identified and actively avoided all SSSIs. North Thorne, Crowle</p>

		<p>and Goole Moors SSSI was identified during this process and is situated approximately 430m outside of the route corridor option boundaries proposed for non-statutory consultation. No direct impacts on the SSSI are envisaged; however, potential indirect impact pathways will be assessed fully as part of the Environmental Impact Assessment and reported in the PEIR, which will be subject to statutory consultation, and the ES on submission of the application.</p> <p>As part of the Environmental Impact Assessment (and Habitats Regulations Assessment for Special Protection Areas and other designated sites that make up the national sites network) we will explore impacts to statutory and non-statutory designated sites including whether or not the land affected by the Project is functionally linked to such sites.</p>
Proposed suggestion for a pipeline rather than a tunnel.	✓	<p>The construction of a tunnel under the Humber Estuary is a proven technique as demonstrated by the recent Feeder 9 project undertaken by National Grid Gas.</p> <p>Whilst reasonable options will be considered as we continue to consult on and refine the Project, if the Project pipelines cross the Humber Estuary within a bored tunnel (as opposed to laying the pipelines on the riverbed) this would likely substantially reduce the potential for significant environmental effects on the designated site.</p>
Concern that route corridor A5 will impact populated areas to a greater degree than other option.	✓	<p>The comment regarding proximity of proposed route corridor A5 to receptors and populated areas is noted. This and other factors will be taken into account as the Project's design is refined further.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
Request to consider the avoidance of properties within	✓	<p>The comment regarding proximity of proposed route corridor A to receptors and populated areas is noted. This and other</p>

Section A which are not used for agricultural purposes.		<p>factors will be taken into account as the Project's design is refined further.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
Support for route corridor option A2 due to minimising the number of rail crossings.	✓	<p>This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor.</p>
Route corridor A1 could be realigned to lie adjacent to the A645 and pass through agricultural land.	✓	<p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
What if any options do you have for route corridor section A4 other than the primary one in agricultural land?	✓	<p>The route corridor options presented during the consultation are those currently being considered for the project.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
Proposal for connection of the NLGEP with the HLCP within route corridor section A3 to benefit the local industrial strategy and optimise the proposed development .	✓	<p>The support for the Project in this location is noted. The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS).</p> <p>In Phase 1 of this process, the East Coast Cluster (of which our Project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s. Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters.</p> <p>The development of the Humber Low Carbon Pipelines project to date has been driven by ensuring a connection to locations and projects that form the Zero Carbon Humber consortium. It is however intended to develop a pipeline network for the region that is resilient and able to facilitate connections to additional emitter projects over time.</p>

		The project will respond to the BEIS Phase 2 announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.
Concern that route corridor section A will bisect a property which has just been afforded a 5 year Countryside Stewardship Agreement.	✓	National Grid Ventures would welcome additional information and discussion in relation to the land identified in this response. Persons with an interest in land should contact the land agents for the project at HLCP@Dalcourmaclaren.com to discuss the Project and potential effects as the Project develops further.
Concern about the impacts of the proposed route corridor section A1 on local public rights of way.	✓	<p>This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor.</p> <p>The potential impacts on public rights of way network will be considered throughout the ongoing development of the Project. This will be considered along with other relevant material considerations as part of ongoing route selection and design work.</p>
Concern that the proposed route corridor A1 will impinge on land with planning consent for commercial development already granted or imminently to be submitted.	✓	
Concern that the proposed route corridor section A5 is unsuitable due to it being prone to subsidence issues resulting from historic mine workings.	✓	
Suggestion that the proposed route corridor section A5 crosses land currently safeguarded from development under North	✓	This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor.

Lincolnshire Local Plan policy IG9.		
Suggestion that the proposed route corridor section A5 includes land safeguarded in the draft North Lincolnshire Local Plan.	✓	
Suggestion that the proposed route corridor section A5 includes land allocated in the draft North Lincolnshire Local Plan under Policy DQE9p.	✓	
Concern that the proposed route corridor section A5 could sterilise land and prevent its use for renewable energy projects as allocated under Policy DQE9p of the draft North Lincolnshire Local Plan.	✓	
Support for the proposed route corridor section A4.	✓	This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor.
Concern about the impact of proposed route corridor section A on the Humber Estuary SPA, SAC and Ramsar site.	✓	<p>This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor.</p> <p>The potential impact of the Project on these designated sites will be considered throughout the development of the Project. This will be weighed in the balance with other considerations as part of ongoing route selection and design work.</p>
Suggestion that the proposed route corridor section A4 would have a lesser impact on the Humber Estuary SPA, SAC and	✓	This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor.

Ramsar site than the other route sections.		The potential impact of the Project on the Humber Estuary designated sites will be considered throughout the development of the project. This will be weighed in the balance with other considerations as part of ongoing route selection and design work.
Suggestion that the impacts of route corridor section A2 on RSPB proposals for wetland habitats at Island Farm be assessed.	✓	This comment is noted and has been considered through the development of the project design and our selection of a preferred route corridor. The Humber Low Carbon Pipelines project would welcome the opportunity to engage further in relation to these proposals.
Support for proposed route sections A3 and A4	✓	The support for the project in this area is noted.
Route corridor B		
Objection to the proposed route corridor options in Section B due to impacts on properties.	✓	The comment regarding proximity to receptors and populated areas is noted. The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.
The proposed pipeline route corridor for Areas B1,B2 and B3 extends to include the proximity of both EfW, Biomass and other industrial facilities for carbon capture connections for optimum delivery.	✓	The support for the Project in this location is noted. The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS). In Phase 1 of this process, the East Coast Cluster (of which our Project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s. Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters. The development of the Humber Low Carbon Pipelines project to date has been driven by ensuring a connection to locations and projects that form the Zero Carbon Humber consortium. It is however intended to develop a pipeline network for the

		<p>region that is resilient and able to facilitate connections to additional emitter projects over time.</p> <p>The project will respond to the BEIS Phase 2 announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.</p>
Route corridor B1 looks to be both financially and time more efficient with less disruption to logistical routeways.	✓	The support for this route corridor option is noted. The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.
Concern that the linkage of route corridor section B1 with A5 is unsuitable due to concerns that parts of land in section A5 are allocated for development and prone to subsidence.	✓	<p>This comment is noted. The suitability of linked route corridor options between sections A, B and C will be considered together during the refinement of the route corridors.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
Support for the proposed route corridor section B2.	✓	<p>The support for this route corridor and connection to section A is noted.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
Concern about the impact of the proposed route corridor section B on local agricultural land.	✓	<p>This comment is noted and will be considered further throughout the development of the Project's design and selection of a preferred route corridor.</p> <p>The potential impact on agricultural land will be considered throughout the development of the Project. This will be weighed in balance with other considerations as part of ongoing route selection and design work.</p>
Concern about the impact of proposed route corridor B on the artificial drainage network in the Ancholme Valley.	✓	This comment is noted. The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.

Route corridor C

Concern that existing pipelines and routes will not be utilised.	✓	<p>The Project will deliver critical infrastructure required to deliver on ambitions set out in the Ten Point Plan for a Green Industrial Revolution published by the Department of Business, Energy and Industrial Strategy (BEIS) in November 2020.</p> <p>To meet this ambition, new infrastructure to transport carbon dioxide and hydrogen is required in the region. The requirements of the Project could not be met by utilising existing pipeline infrastructure.</p>
Concern about route corridor C and the impacts of the proposed development on communities.	✓	<p>The comment regarding proximity to receptors and populated areas is noted. This and other factors will be taken into account as the Project's design is refined.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p> <p>Following the construction of the pipelines, affected land would be reinstated.</p>
Proposal to consider connection with CB Bio within route corridor section C Areas C2 and C3.	✓	<p>The support for the Project in this location is noted. The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS).</p> <p>In Phase 1 of this process, the East Coast Cluster (of which our Project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s. Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters.</p> <p>The development of the Humber Low Carbon Pipelines project to date has been driven by ensuring a connection to locations and projects that form the Zero Carbon Humber consortium. It is however intended to develop a pipeline network for the region that is resilient and able to facilitate connections to additional emitter projects over time.</p>

		<p>The project will respond to the BEIS Phase 2 announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.</p>
<p>Suggestion for additional link with the Humber Bank industrial area.</p>	✓	<p>The support for the Project in this location is noted. The Humber Low Carbon Pipelines Project would welcome engagement regarding refinement of route options in relation to the referenced Humber Bank Industrial Area.</p> <p>The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS).</p> <p>In Phase 1 of this process, the East Coast Cluster (of which our Project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s. Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters.</p> <p>The development of the Humber Low Carbon Pipelines project to date has been driven by ensuring a connection to locations and projects that form the Zero Carbon Humber consortium. It is however intended to develop a pipeline network for the region that is resilient and able to facilitate connections to additional emitter projects over time.</p> <p>The project will respond to the BEIS Phase 2 announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.</p>
<p>Concern about the impact of the proposed route corridor section C on public rights of way, including the new England Coast Path National Trail.</p>	✓	<p>This comment is noted. This and other factors will be taken into account as the Project's design is refined.</p> <p>The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>

Concern about the impact of the proposed route corridor section C1 on the Paull Holme Strays nature reserve.	✓	<p>This comment regarding the potential impact on this site will be considered throughout the development of the Project as part of the ongoing route selection and design work process.</p> <p>The Humber Low Carbon Pipelines Project would welcome ongoing engagement in relation to this issue with relevant stakeholders.</p>
Suggestion that the existing car parking facility at Paull Holme Strays nature reserve be retained or re-provided to enable continued public access.	✓	<p>This comment regarding the potential impact on this site is noted and will be considered throughout the development of the Project.</p> <p>This will be considered along with other considerations as part of the ongoing route selection and design work process.</p> <p>The Humber Low Carbon Pipelines Project would welcome ongoing engagement with regard to this issue with relevant stakeholders.</p>
Concern about the impacts of the proposed route section C on local public rights of way.	✓	<p>This comment relating to the potential impact on public rights of way is noted and will be considered further throughout the development of the Project's design. This will be considered alongside other material considerations as part of ongoing route refinement and design work.</p> <p>The Humber Low Carbon Pipelines project would welcome ongoing engagement with all relevant stakeholders throughout its continued development.</p>
Request for more information regarding route corridor option C4 and its proximity to Halsham.	✓	<p>The information which was available at this first phase of non-statutory consultation reflected that the Project was at an early stage. The refinement of the route corridors will consider a number of factors including consultation feedback, environmental and engineering considerations and additional design work.</p>
Does the proposed route run parallel to or cross Southside Road? If parallel to, how close to South Side Road is the proposed pipeline route?	✓	

Is there any intention to widen Southside Road for access purposes?	✓	<p>The comments in respect of Southside Road are noted.</p> <p>The level of information available at this first phase of non-statutory consultation reflected that the Project was at an early stage. The broad route corridor options during consultation will be refined into a preferred route corridor, and then a final proposed route. Further engagement and consultation will be undertaken throughout 2022.</p>
Support for the proposed route section C	✓	The support for the project in this area is noted.
Technology		
Concern about the impacts of removing, transporting, and storing carbon dioxide.	✓	<p>The Project will deliver critical infrastructure required to deliver on a key objective relating to the deployment of Carbon Capture Usage and Storage (CCUS) infrastructure which is contained in the 10 Point Plan for a Green Industrial Revolution published by the Department of Business, Energy and Industrial Strategy (BEIS) in November 2020. To meet these ambitions, new infrastructure is required in the region as it could not be met by utilising existing infrastructure. CCUS has the potential to unlock value across the economy to enable low carbon industrial products, decarbonised electricity and gas, a hydrogen economy, greenhouse gas removal, and new industries based around utilising carbon dioxide.</p>
Request for more information on how hydrogen will be produced and would this be green or blue hydrogen?	✓	<p>By delivering the carbon dioxide and hydrogen pipeline infrastructure to the Humber region, the Humber Low Carbon Pipelines project will assist with the Government's ambition to reduce greenhouse gas emissions to net zero by 2050.</p> <p>The Project will deliver critical infrastructure required to deliver on ambitions set out in the Ten Point Plan for a Green Industrial Revolution published by the Department of Business, Energy and Industrial Strategy (BEIS) in November 2020.</p> <p>BEIS are currently undertaking a cluster sequencing process for Carbon Capture Usage and Storage (CCUS). In Phase 1 of</p>

		<p>this process, the East Coast Cluster (of which our project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s.</p> <p>Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters. The Humber Low Carbon Pipelines project will respond to this announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain. These Phase 2 locations could include the production of both green and blue hydrogen.</p>
Suggestion for regional standardisation of design practices among CCS projects.	✓	The proposed pipelines will be designed, constructed, operated and maintained in accordance with relevant statutory requirements and in accordance with all relevant approved pipeline codes and standards.
Suggestion that regional pipeline networks transport a common carbon dioxide specification.	✓	Comment noted. We will continue to engage with emitters as they come forward noting that the proposed pipelines will be designed, constructed, operated and maintained in accordance with relevant statutory requirements, approved pipeline codes and standards.
Suggestion that the proposed development be connected into a wider carbon dioxide transport and storage system at the tie-in location at Immingham with other Humber emitters to provide greater capacity and operational resilience.	✓	<p>This comment is noted. The first round of non-statutory consultation provided options for route corridors to the South of the River Humber which converge to the North of Killingholme to facilitate the connection of local emitters.</p> <p>The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS).</p> <p>In Phase 1 of this process, the East Coast Cluster (of which our Project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s. Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters.</p>

		<p>The development of the Humber Low Carbon Pipelines project to date has been driven by ensuring a connection to locations and projects that form the Zero Carbon Humber consortium. It is however intended to develop a pipeline network for the region that is resilient and able to facilitate connections to additional emitter projects over time.</p> <p>The project will respond to the BEIS Phase 2 announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.</p>
Suggestion that the proposed development support a proposed hydrogen storage facility at the former Rough gas storage facility	✓	<p>The support for the Project in this location is noted. The Department of Business, Energy and Industrial Strategy (BEIS) are currently undertaking a cluster sequencing process for Carbon Capture, Usage and Storage (CCUS).</p> <p>In Phase 1 of this process, the East Coast Cluster (of which our Project forms part) was selected as a 'Track 1' cluster to be delivered in the mid-2020s. Phase 2 of this cluster sequencing process will be considering and identifying the emitters to be connected within clusters.</p> <p>The development of the Humber Low Carbon Pipelines project to date has been driven by ensuring a connection to locations and projects that form the Zero Carbon Humber consortium. It is however intended to develop a pipeline network for the region that is resilient and able to facilitate connections to additional emitter projects over time.</p> <p>The project will respond to the BEIS Phase 2 announcement in 2022 by developing the infrastructure required for the transportation of hydrogen and captured carbon dioxide in the region as part of a full CCUS chain.</p>
Suggestion that an adsorbent-based carbon capture be used rather than an amine-based system	✓	<p>The Humber Low Carbon Pipelines Project will be delivering the onshore pipeline infrastructure to transport the captured carbon dioxide from emitter projects to a pumping facility on the Holderness Coast where it will then be transported offshore to be stored permanently in the Endurance store.</p>

		The method of carbon capture will be determined by each of the associated emitter projects dependent on a range of factors.
Suggestion that development of the Keadby 3 power station is reliant on consent for a National Grid Carbon Gathering Network	✓	This comment is noted.

8. Identification of a Preferred Route Corridor

This section outlines the identification of a preferred route corridor following the consideration of consultation feedback and the ongoing engagement process.

8.1.1 Section A

- 8.1.2 A number of comments were received on the corridor options in Section A that have enabled National Grid Ventures to identify a preferred route corridor option in this section to take forward for further development.
- 8.1.3 Comments were received in relation to corridor option A2 which highlighted the proximity of the site to the Humber Estuary and the potential for greater environmental impact. Feedback recommended selecting route options which would avoid direct impacts on this designated site.
- 8.1.4 Network Rail highlighted that corridor option A2 would involve fewer railway crossings than other options within this section and was therefore supported by them. National Grid Ventures will continue to engage with Network Rail as the project develops to minimise disturbance to their operations throughout the construction of the project.
- 8.1.5 Consultation feedback was received supporting corridor A3 as it would facilitate a future connection to the North Lincolnshire Green Energy Park. National Grid Ventures will continue to engage with interested parties in relation to the potential connection of this site as part of the project's intention to flexibly offer a pipeline network to the region.
- 8.1.6 Corridor option A3 is not preferred for further consideration due to the potential for any route within this corridor to be closer to populated areas and potential constraints. Whilst a route within this corridor may be technically feasible, it is considered that a less constrained route corridor should be taken forward as a preferred option.
- 8.1.7 A number of comments were received that raised potential deliverability issues in relation to route corridor option A5, connecting to British Steel from the north and providing an onward connection from options A2 or A3.
- 8.1.8 Further feedback indicated a preference for the selection of options that would route the pipelines away from the Humber Estuary designated site. This began to indicate the potential selection of a corridor route to the south of Scunthorpe, utilising route corridor option A4.
- 8.1.9 On balance, it was considered that route corridor sections A1 and A4 be identified as the preferred option in this section as it would be likely to have a reduced potential for direct impacts on environmentally designated sites.
- 8.1.10 Whilst all options in this section would involve crossing the River Trent, it is considered that the crossing point in option A4 would be the most straightforward from a technical point of view but would also take place outside the SSSI, SAC and Ramsar Site environmental designations.
- 8.1.11 It is acknowledged that there are locations within Section A (in the vicinity of Goole) where the preferred route corridor would interact with other proposals that are also in

the early stages of project development. Where there could be interaction with potential development sites that have not yet received consent, National Grid Ventures will continue to engage with interested parties to discuss the feasibility of potential refinements to the design that could enable the projects to progress throughout their development process.

8.1.12 Section B

8.1.13 Following the consideration of the corridor options within Section A leading to a preference for options A1 and A4, it is considered appropriate to take forward corridor options B2 or B3 as the preferred option in this section to provide an onward connection from section A4.

8.1.14 The selection of corridor options B2 or B3 was also supported by feedback that indicated that it had the potential to facilitate connections to additional sites and emitters in the future.

8.1.15 Linked to the identification of potential deliverability issues associated with corridor option A5, feedback was received that supported the selection of corridor options B2 or B3. National Grid Ventures concurs with this and considers the selection of a route corridor to the south of Scunthorpe, utilising corridor options A4 and B2 to be the most appropriate option to take forward for future development.

8.1.16 As highlighted through the response from Network Rail, it is acknowledged that corridor option B2 would involve more railway crossings than other options within this section. National Grid Ventures will however continue to engage with Network Rail as the project develops to minimise disturbance to their operations throughout the construction of the project.

8.1.17 Following the end of the consultation period, the project team continued to engage with stakeholders in order to identify a preferred route option in the vicinity of Humberside Airport. Two options were included in the non-statutory consultation and no specific consultation feedback was received which indicated a preference in this location. Following discussions with Singleton Birch Quarry and Humberside Airport, it was considered preferable to take forward a corridor to the east of the airport. A corridor in this location would avoid potential interaction with quarry expansion plans, whilst maintaining the flexibility to allow for connections to additional emitters in the future.

8.1.18 Section C

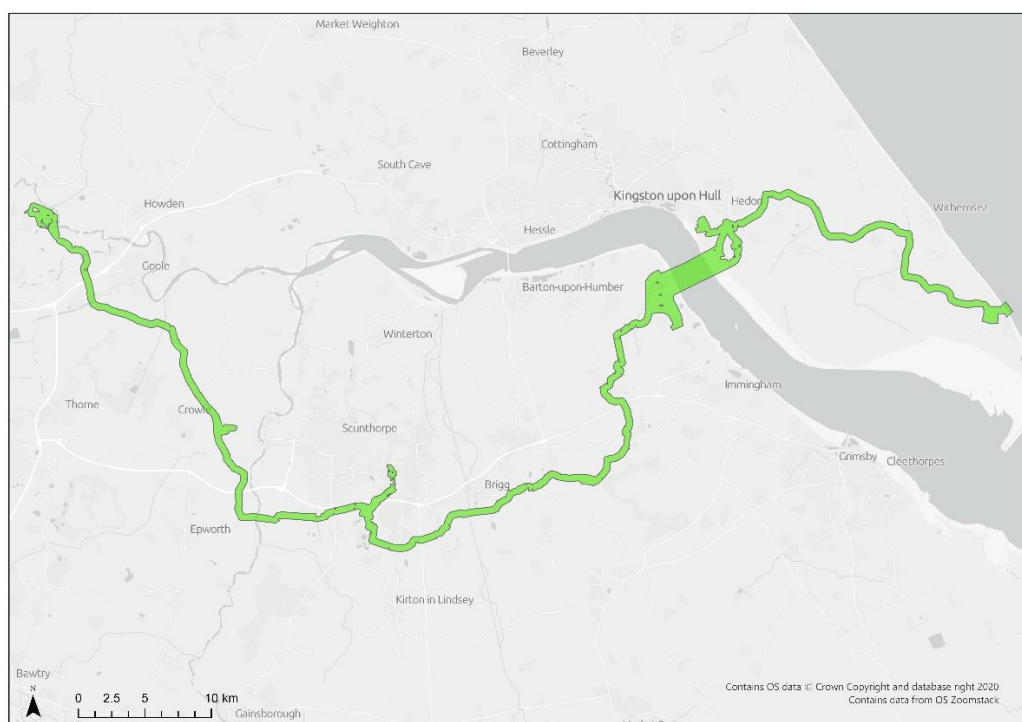
8.1.19 A number of responses to the consultation were received on Section C which were predominantly in relation to the potential construction impacts that the project could have on members of the community. National Grid Ventures will continue to appraise these potential impacts throughout the development of the project and will consult in due course on refined proposals.

8.1.20 Feedback was received in support of corridor options C2 and C3 (and the associated selection of Aldbrough as the landfall location) as it would facilitate a future connection to a proposed energy from waste facility in this location.

8.1.21 Feedback was also received in support of corridor options C4, C5 or C6 (and selection of Easington as the landfall location) as it would facilitate the future potential for hydrogen storage in the rough gas field.

8.1.22 Whilst there was support for all corridors, the feedback received throughout the non-statutory consultation period did not indicate an overriding preference for any corridor option in Section C.

- 8.1.23 Following the conclusion of the non-statutory consultation period, National Grid Ventures has worked closely with project partners to enable the selection of a preferred corridor and associated landfall site in Section C.
- 8.1.24 Through these discussions with project partners, it has been determined that Easington would be the preferred landfall location for the Humber element of the East Coast Cluster as it has the greatest execution certainty and would offer the greatest level of strategic benefits for the decarbonisation of the Humber region.
- 8.1.25 Following the selection of the preferred landfall location, consideration was given to a preferred route corridor between Saltend and Easington. Whilst it is the more direct route, route corridor option C6 contains multiple National Transmission System high pressure gas pipelines within large sections of the corridor. It was therefore considered that the construction of additional dual pipelines within this corridor could be technically more challenging than other options and was therefore not considered to be preferred. Route corridor option C6 also runs in closer proximity to the Humber Estuary designated site than alternative corridors in this section.
- 8.1.26 Due to the potential for routeing constraints to the south of Winestead which could make pipeline routeing challenging in that area, corridor option C5 was not considered preferable to take forward for future development.
- 8.1.27 On the basis of Easington being selected as the preferred landfall option and the potential routeing challenges associated with corridor options C5 and C6, route corridor option C4 has been selected as the preferred option in Section C.
- 8.1.28 **Summary**
- 8.1.29 National Grid Ventures has identified a preferred route corridor to take forward for further development based on the feedback received through the non-statutory consultation and ongoing stakeholder engagement on the project.
- 8.1.30 Following the selection of the preferred route corridor, additional refinement was also undertaken to narrow the route corridor option from a corridor approximately 1km wide to approximately 500m wide. This route corridor is shown in the figure below:



- 8.1.31 Where a consultation response has indicated a preference for a route corridor on the basis that it would facilitate a connection to an additional emitter location, National Grid Ventures will continue to engage with those emitters to ensure that future connections could potentially be facilitated based on emerging project needs.

9. Summary and next steps

This section outlines the next steps in the consultation and engagement process.

- 9.1.1 Since the launch of the Project during 2021, National Grid Ventures has maintained an ongoing programme of engagement with stakeholders. This is set out within **Chapter 2** of this report, which also provides details of how the consultation was undertaken.
- 9.1.2 Engagement has been designed to keep community groups, prescribed (statutory) consultees and local authorities informed of progress on the Project as well as providing channels for them to find out more, comment on the emerging proposals and contribute to the ongoing technical assessment work.
- 9.1.3 The Humber Low Carbon Pipelines Project will continue to provide opportunities for engagement throughout 2022 supported by the next stage of consultation where we plan to share our proposals on the route alignment and required above ground installations.

Appendix A

Consultation Leaflet

Sent to addresses within the 250m consultation zone for the proposed route corridors.

Humber Low Carbon Pipelines project

Helping to decarbonise the Humber region

National Grid Ventures is helping to develop plans for a major new low carbon project in the Humber region.

In September 2021 we launched our consultation on draft plans for the Humber Low Carbon Pipelines project. This flyer provides information on the project and how you can take part in the consultation.

The deadline for feedback is 22 October 2021.

The vision

The UK is at the centre of global efforts to combat climate change. In 2019, the UK became the first major global economy to pass legally-binding commitments to reduce greenhouse gas emissions to net zero by 2050.

The Humber region has a key role to play in this low carbon transition. It is the largest industrial cluster in the UK and its network of major emitters play an important role in powering the UK and supporting the region's economy.

By drawing on its existing skills and infrastructure, the Humber can become the base for the UK's first net zero carbon industrial cluster, helping to create a

cleaner environment for future generations while delivering thousands of jobs and export opportunities for businesses across the Yorkshire and Humber region.

The project

We are helping to bring forward plans for a major hydrogen and carbon capture, usage and storage (CCUS) vision in the Humber region, known as Zero Carbon Humber.

Supporting this vision, National Grid Ventures has developed proposals for the Humber Low Carbon Pipelines project, a proposed new network of two underground pipelines to transport captured carbon dioxide from, and hydrogen to, major emitters in the region.

The pipelines are designed to connect to major emitters and power stations in the region, such as Drax, the new power station at Keadby, British Steel in Scunthorpe, Uniper's Killingholme site near Immingham and Equinor's proposals for hydrogen production at Saltend. The pipelines will continue to a landfill point on the Holderness coast. The onshore carbon dioxide pipeline will then connect to an offshore pipeline to the Endurance offshore storage location. The project includes a new pipeline crossing under the River Humber.

Consultation – get involved

In September 2021, we launched our public consultation on our draft plans. Please visit our project website at www.nationalgrid.com/humberpipelines to find out more about the plans and give us your views.

For anyone without internet access, you can also take part in our consultation by requesting printed materials or by visiting one of our deposit locations. Please see further details overleaf.

Our consultation is open to everyone and all comments will be taken into account as the plans are developed.

This round of consultation will close on Friday 22 October 2021 and all feedback must be received by then. There will be further public consultations as the plans are developed and refined.



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Find out more and give your feedback

Please visit the project website to find out more about the plans and provide your feedback.

If you don't have access to the internet, you can call us on 0800 860 6255 to request a hard copy of our consultation materials.

We are also making printed consultation materials available at several local venues in the region. Please see these below.

Deposit location	Address	Opening hours*
Goole Library	Carlisle Street, Goole DN14 5DS	Mon: 9.30am–7pm, Tues: 9.30am–5pm, Wed: 9.30am–7pm, Thurs: 9.30am–5pm, Fri: 9.30am–5pm, Sat: 9am–4pm
Hedon Library	St Augustine's Gate, Hedon, Hull HU12 8EX	Mon: 9.30am–1.30pm, Tues: 9.30am–6.30pm, Wed: 9.30am–1.30pm, Thurs: 9.30am–4.30pm, Fri: closed, Sat: 9.30am–12.30pm
Howden Library and customer service centre	Hallgate, Howden, Goole DN14 7SX	Mon: 9.30am–4.30pm, Tues: closed, Wed: 2pm–7pm, Thurs: closed, Fri: 9.30am–2.30pm, Sat: 9.30am–12.30pm
Snaith Library	Market Pl, Snaith, Goole DN14 9HE	Mon: closed, Tues: 2pm–6pm, Wed: closed, Thurs: 10am–4pm, Fri: closed, Sat: 10am–12pm
Withemsea Library	Queen St, Withemsea HU19 2HH	Mon: 9.30am–4.30pm, Tues: 9.30am–6.30pm, Wed: closed, Thurs: 9.30am–4.30pm, Fri: 9.30am–1pm, Sat: 9.30am–12.30pm
East Riding Mobile Library	Various locations	Please visit the Council's library page for schedule details: https://www.eastridinglibraries.co.uk/find-a-library/
Hull Central Library	Albion Street, Hull HU1 3TF	Mon & Tues: 9.30am–5pm, Wed: 1pm–7.30pm, Thurs: 9.30am–7.30pm, Fri: 9.30am–1pm, Sat: 10am–4pm
Barton-upon-Humber Library	Baysgarth Leisure Centre Baysgarth Park, Brigg Rd, Barton-upon-Humber DN18 5DT	Mon: 9am–6pm (closed 12.30pm–1pm), Tues: 9am–5pm (closed 12.30pm–1pm), Wed: 9am–5pm (closed 12.30pm–1pm), Thurs: 9am–6pm (closed 12.30pm–1pm), Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Brigg Library	Brigg DN20 8LD	Mon–Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Broughton Library	High St, Broughton, Brigg DN20 0JX	Mon: 9.30am–12pm, Tues: 9.30am–12pm, Wed: 1pm–4pm, Thurs: 1pm–4pm, Fri: closed, Sat: 9.30am–12pm
Crowle Library	Market Hall, Market Pl, Crowle, Scunthorpe DN17 4LA	Mon–Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Goxhill Library	Church St, Goxhill, Barrow-upon-Humber DN19 7HX	Mon: 3.30pm–6pm, Tues: closed, Wed: 2pm–5pm, Thurs–Sat: closed
Scunthorpe Library	Carlton St, Scunthorpe DN15 6TX	Mon–Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Immingham Library	Felham Rd, Immingham DN40 1QF	Mon–Fri: 9am–5pm, Sat: 9am–1pm
Council Municipal Offices, Grimsby	Town Hall Square, Grimsby DN31 1HU	By appointment only
Selby Library	Micklegate, Selby YO8 4EQ	Mon: closed, Tues–Thurs: 10am–4pm (closed 12.30pm–1.30pm), Fri–Sat: closed
West Lindsey DC offices, Gainsborough	Guildhall Marshall's Yard, Gainsborough DN21 2NA	By appointment only

* Please note opening hours are subject to change. Please confirm opening times with venue if planning a visit.

Who is National Grid Ventures?

National Grid Ventures is a division of National Grid plc, one of the largest investor-owned energy companies in the world. It develops, operates and invests in energy projects in the UK and abroad, and in technologies and partnerships to accelerate the development of our clean energy future.

Contact us

Email or call us for more information:

Email: HumberLowCarbon@nationalgrid.com

Phone: 0800 860 6255

Freepost: **FreePost HLCP NATIONAL GRID**

Website: www.nationalgrid.com/humberpipelines

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Appendix B

Project website

Screengrabs from the project website during consultation.

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About us Our businesses Responsibility COP26 Careers Media Investors Contact us Search

UK Network US Network National Grid Ventures National Grid Partners

ZERO STARTS HERE

Humber Low Carbon Pipelines

Our businesses

The global energy revolution has begun. The Humber region can play a key role.

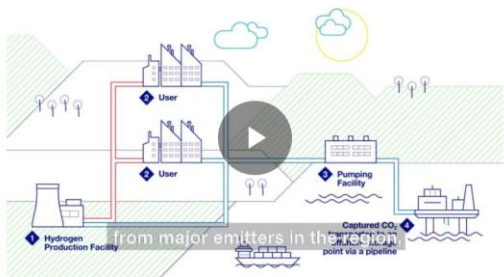
The Humber region is an important part of the UK economy, contributing £18 billion each year and providing 55,000 jobs across a range of industries including refineries, petrochemicals, steelmaking and power generation.

As the UK's largest industrial cluster, the Humber is responsible for producing 12.4 million tonnes of carbon dioxide emissions per year. This means it can play a crucial part in helping the UK to transition to a low carbon economy and reach its ambitions around net-zero by 2050. In October 2021, the East Coast Cluster, including Zero Carbon Humber, was named by the Government as one of the UK's first carbon capture, usage and storage (CCUS) clusters. The development of CCUS and low carbon hydrogen technologies can help to decarbonise UK's major industrial powerhouse. By accelerating the green transformation in the Humber, we can future proof our businesses, secure long-term jobs and attract inward investment.

Our Humber Low Carbon Pipelines project forms the backbone of the **Zero Carbon Humber** vision to become the UK's first net-zero carbon cluster by 2040. Our proposed project aims to deliver a new onshore network of pipelines to transport captured carbon emissions from the region's emitters for safe storage, and enable industries to fuel-switch from fossil fuels to low carbon hydrogen.

We want to hear your views.

Watch our consultation film to find out more



Consultation

As we work to deliver this vision, we want to hear your views so we can shape and refine our plans and ensure the communities living and working around the Humber region have a chance to inform and potentially influence the development of our plans.

September 2021 marks our first stage of public consultation to share our draft plans and invite feedback on them. We intend to hold two further rounds of consultation in 2022.

We are here to listen. Our first round of consultation is open from 20 September 2021 until midnight 22 October 2021. If you would like to give feedback before midnight on Friday 22 October, please visit **Have Your Say** for more information about how you can get involved and help shape our plans. Feedback after this deadline will not be included in our consultation report.

Consultation

This consultation is an important opportunity for local residents, stakeholders and others to learn about the draft proposals and give their views.

There are several ways you can provide feedback, which are outlined below.

Please ensure you submit your feedback by the end of the consultation period of 22 October 2021.

All comments will be reviewed and considered by the team to inform development of the plans for the Humber Low Carbon Pipelines project. Feedback will be assessed alongside further environmental and technical considerations.

Following the Government announcement on the CCUS cluster sequencing process later this year, we are planning to host the next stage of non-statutory consultation in early 2022.

This will be followed by a further phase of consultation in the Spring / Summer of 2022 which will show the developed plans for the project. This will be a statutory consultation stage to support the DCO planning application on the proposed design.

Giving feedback

We have developed an interactive consultation map to allow feedback to be provided by dropping pins on a map in specific locations along the route. You can [view the map and provide feedback here](#).

For further information on our proposals, you can view the [consultation brochure here](#). Hard copies of consultation materials are also available at our deposit inspection locations. You can find the [full list of locations here](#).

Feedback can also be provided using the feedback form below, or by email or Freepost using the details at the bottom of this page. All comments must be provided by midnight 22 October 2021.

Feedback form

Section A

Page 1 of 6

1. Do you have any comments relating to the route corridor options in Section A: Drax to Scunthorpe which we should consider in developing the project?

Character Count: 7000

Feedback Form Sections

Section A

Section B

Section C

Further routing feedback



The opportunity

The Humber and wider Yorkshire region has the opportunity to support the regional agenda to decarbonise and the UK ambition to reach net zero by 2050.

Our proposed network of pipelines will transport captured carbon dioxide emissions from the region's emitters for safe storage and allow local industries to fuel-switch from fossil fuels to hydrogen.

The Humber region



Net zero by 2050



Realising the potential



East Coast Cluster



About us



Contact



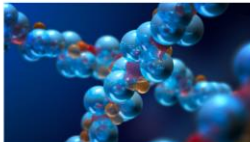
The project

Find out more about our proposals for the Humber region



Landowners

We'll work closely with landowners and occupiers to plan and deliver the project



Hydrogen & CCUS

Understanding hydrogen, carbon capture, usage and storage (CCUS)



Document library

Read downloadable versions of all our consultation materials below.

Name	
	HLCP Consultation Brochure - September 2021
	HLCP Consultation Strategy - September 2021
	HLCP Deposit Locations - September 2021
	HLCP Route Corridor Report - September 2021
	HLCP Project Webinar Slides - October 2021

Timeline

Please see below an indicative timeline of key milestones for the project. Please note these are subject to change.

Late Summer / Autumn 2021	Late Summer / Autumn 2021
	Non-statutory consultation on preferred route corridors
Early 2022	
Spring / Summer 2022	
Late 2022	
2023/early 2024	
2024	
2026	

Feedback and the application process

Due to its scale, the project is classified as a nationally significant infrastructure project (NSIP) under the Planning Act 2008 and the application will be determined by the Government.

Appendix C ConsultOnline

Screengrabs from the consultation website, including the pins on a map function, and the digital online feedback form.

The top screenshot displays the 'Humber Low Carbon Pipelines Project' interface. It features a map with two main sections, Section A and Section B, highlighted in different colors. The map includes various pins and labels, such as 'Section A', 'Section B', 'A1', 'A2', 'A3', 'A4', 'A5', 'A6', 'A7', 'A8', 'A9', 'A10', 'A11', 'A12', 'A13', 'A14', 'A15', 'A16', 'A17', 'A18', 'A19', 'A20', 'A21', 'A22', 'A23', 'A24', 'A25', 'A26', 'A27', 'A28', 'A29', 'A30', 'A31', 'A32', 'A33', 'A34', 'A35', 'A36', 'A37', 'A38', 'A39', 'A40', 'A41', 'A42', 'A43', 'A44', 'A45', 'A46', 'A47', 'A48', 'A49', 'A50', 'A51', 'A52', 'A53', 'A54', 'A55', 'A56', 'A57', 'A58', 'A59', 'A60', 'A61', 'A62', 'A63', 'A64', 'A65', 'A66', 'A67', 'A68', 'A69', 'A70', 'A71', 'A72', 'A73', 'A74', 'A75', 'A76', 'A77', 'A78', 'A79', 'A80', 'A81', 'A82', 'A83', 'A84', 'A85', 'A86', 'A87', 'A88', 'A89', 'A90', 'A91', 'A92', 'A93', 'A94', 'A95', 'A96', 'A97', 'A98', 'A99', 'A100'. The interface includes a 'Sign out' button and a 'Back to main site' button.

The bottom screenshot displays the 'Humber Low Carbon Pipelines Project' interface. It features a feedback form with a text area and an upload button. The text area contains the following text: 'Please give us your views. Please select the theme that is more relevant from the options below and type your comments.' The upload button is labeled 'Upload'. The interface includes a 'Sign out' button and a 'Back to main site' button.

Consultation

The consultation will incorporate opportunities for local residents, stakeholders and others to share their views about the draft proposals and give their views.

There is a number of ways you can provide feedback, which are outlined below.

Please ensure you submit your feedback by the end of the consultation period of 28 October 2021.

All comments will be reviewed and considered by the team to inform development of the plans for the Humber Low Carbon Pipeline project. Feedback will be assessed alongside further environmental and technical considerations.

Following the Government announcement on the CCUS scheme, requesting proposals later this year, we are planning to undertake next stage of our public consultation in Spring 2022.

We will be followed by a further phase of consultation in the Spring/Summer of 2022 which will show the development plan for the project. This will be a further consultation space to support the CCUS plan being developed for the project's design.

Giving feedback

We have developed an interactive consultation map to allow feedback to be provided by dropping pins on a map in specific locations along the route. You can [view the map and provide feedback here](#).

For further information on our proposals, you can view the consultation brochure here. A list of key consultation topics and a map of the route will also be available at our public information locations. You can find the full list of locations here.

Feedback can also be provided online for feedback, via a survey, by email or by post using the dropbox, the bottom of this page. All comments received will be treated by making 28 October 2021.

Feedback form

<div>Section A</div> <div>Page 1 of 6</div> <div>1. Do you have any comments relating to the route and/or stations at Section A. Please provide details of any objections or suggestions you have.</div> <div>Feedback form 2021</div>	<div>Feedback Form Sections</div> <div>Section A</div> <div>Section B</div> <div>Section C</div> <div>Further public feedback</div>
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Appendix D

Project brochure

Humber Low Carbon Pipelines project

Supporting the decarbonisation
of the Humber

Consultation brochure – September 2021

nationalgrid

Introduction

**The global energy revolution has begun.
The Humber region can play a key role.**

The Humber region is an important part of the UK economy, contributing £18 billion each year and providing 55,000 jobs across a range of industries including refineries, steelmaking, petrochemicals and power generation.

As the UK's largest industrial cluster, the region is responsible for producing 12.4 million tonnes of carbon dioxide emissions per year. This means it can play a crucial part in helping the UK to transition to a low carbon economy and reaching its ambitions around net-zero by 2050.

The Humber and wider Yorkshire region can play a key role in the UK's energy revolution. The development of carbon capture, usage and storage (CCUS) and low carbon hydrogen technologies can help to decarbonise this major industrial powerhouse. This is in line with the Government's UK hydrogen strategy and The Ten Point Plan for a Green Industrial Revolution.

Our Humber Low Carbon Pipelines project forms the backbone of the Zero Carbon Humber vision to become the UK's first net-zero carbon cluster by 2040. Our proposed project aims to deliver a new onshore network of pipelines to transport captured carbon dioxide emissions from the region's emitters for safe storage, and enable industries to fuel-switch from fossil fuels to low carbon hydrogen.

This consultation

As we work to deliver this vision, we want to hear your views so we can shape and refine our plans and ensure the communities living and working around the Humber region have a chance to inform and potentially influence the development of our plans.

September 2021 marks our first stage of public consultation to share our draft plans and invite feedback on them.

Please take part in this consultation and provide your feedback by 22 October 2021.

There is more information about the project in this brochure, together with details on how to give your feedback. There are also contact details for the project team should you have any questions or require any further information.



We want to hear your views

We are here to listen. All comments will be carefully considered as we develop our project. There are many ways to provide feedback including through the interactive map on our website, physical feedback forms and online events. See our **'Have Your Say'** section for more information.

You can find our webpage and more information at:
www.nationalgrid.com/humberpipelines

The opportunity in Yorkshire and the Humber

Net zero by 2050

The UK is a leader in global efforts to combat climate change. In 2019, the UK became the first major economy to pass legally-binding commitments to reduce greenhouse gas emissions to net zero by 2050.

The Government is exploring plans to transform how energy is produced and used including advancing technology such as hydrogen and carbon capture, usage and storage (CCUS).

The Humber Region

The Humber and wider Yorkshire region is the UK's most carbon intensive industrial cluster and has an important role to play. It is home to a high concentration of fossil fuel power stations and industrial plants that release millions of tonnes of carbon dioxide (CO₂) every year. This makes it an ideal location for clean growth projects using CCUS and hydrogen.

By drawing on its existing skills and infrastructure, the Humber can become the base for the UK's first net zero carbon industrial cluster, helping to create a cleaner environment for future generations while delivering thousands of jobs and export opportunities for businesses across the Yorkshire and Humber region.

National Grid Ventures

National Grid Ventures is part of the National Grid group. By developing, operating and investing in innovative projects and partnerships, it is helping to develop a cleaner future for the UK.

National Grid Ventures has a long track record of developing and operating energy infrastructure across the UK and United States, leveraging its experience and knowledge of gas and electricity networks, including direct experience in developing solutions for the transportation and storage of carbon dioxide (CO₂).

East Coast Cluster

This project is part of the East Coast Cluster. The East Coast Cluster brings together communities, businesses, industry and academia to deliver the carbon capture and storage (CCS) infrastructure needed to decarbonise the Humber and Teesside regions. It was created by the Northern Endurance Partnership - a partnership between BP, Eni, Equinor, Shell, Total and National Grid - which aims to develop offshore carbon dioxide transportation and storage infrastructure in the North Sea and wider Humber region. The cluster will take part in the Government's carbon capture and storage cluster sequencing process.

5GW

The Government is aiming for 5GW of low carbon hydrogen production capacity by 2030, providing a clean source of fuel and heat for our homes, transport and industry.

10Mt

Net zero technology aims to capture 10 million tonnes (Mt) of carbon dioxide emissions each year, equivalent to the energy use of up to 3 million homes in the UK.



03

The project

Project overview

Our proposals are to create an onshore network of underground pipelines to transport captured carbon dioxide and hydrogen.

The pipelines are intended to connect to major emitters and power stations in the Humber region, such as Drax, the new power station at Keadby, British Steel in Scunthorpe, Uniper's Killingholme site near Immingham and Equinor's proposals for hydrogen production at Saltend.

The pipelines will continue to a landfall point on the Holderness coast. The onshore carbon dioxide pipeline will then connect to an offshore pipeline to the Endurance offshore storage location. There is also potential for the hydrogen pipeline to connect into SSE Thermal and Equinor's plans for a hydrogen storage facility in Aldbrough. The project includes a new pipeline crossing under the River Humber.

The project will also involve a number of above ground installations (AGIs) along the

route, which will provide access for pipeline maintenance. Potential sites for where these could be located will be identified and consulted on at future stages of consultation in 2022.

Route corridor options

We have developed broad route corridor options (roughly one kilometre wide) within which the underground pipelines and associated infrastructure would be located. In some areas we have more than one potential route corridor option. While the hydrogen pipeline and carbon dioxide pipeline may run in parallel along sections of the indicative route corridor, this will be subject to the needs of each location.

Our routing and design plans will be informed by the outcome of the Government's cluster sequencing decision for CCUS deployment, alongside technical studies, site investigations and the feedback we receive through consultation. We intend to hold two further rounds of consultation in 2022.



The technology

What is hydrogen?

Hydrogen (H_2) is a colourless and odourless gas which is found naturally in the atmosphere. It has the potential to be a low carbon alternative to heat our homes and businesses and for use in industrial manufacturing where high temperatures are required. When we burn fossil fuels, we emit the greenhouse gas carbon dioxide. However, when we burn hydrogen the only waste product is water vapour.

What is carbon capture, usage and storage (CCUS)?

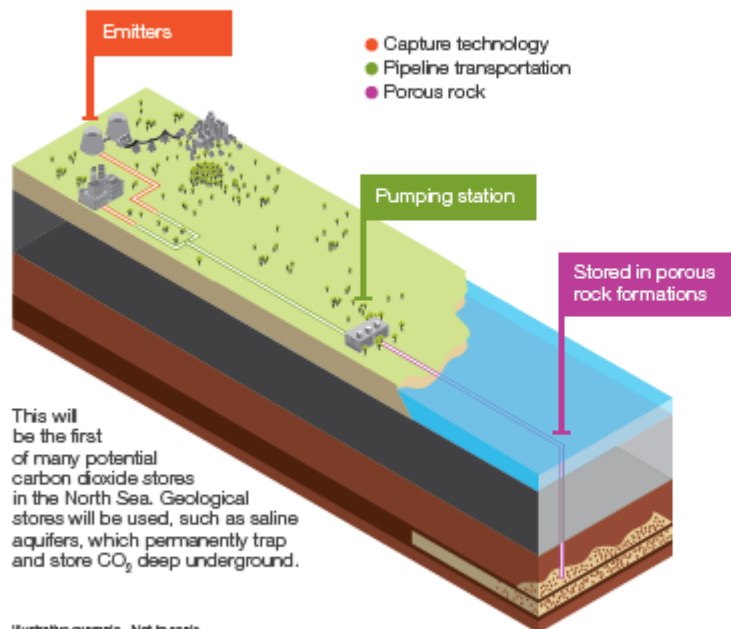
CCUS refers to technology that captures harmful carbon dioxide emissions and transports them to be stored permanently beneath the seabed in natural porous rock formations or depleted oil and gas fields or to be used in industrial or chemical processes for other products.



How does the project fit into this picture?

Our proposed network of pipelines will transport captured carbon emissions from the region's emitters for safe storage and allow local industries to fuel-switch from fossil fuels to hydrogen.

How does CCUS work?



Capture

Carbon dioxide is captured via a filter system on a flue or stack at a fossil fuel power station or industrial facility.

Transportation

Carbon dioxide is compressed and transported via onshore and offshore pipelines to a suitable storage location.

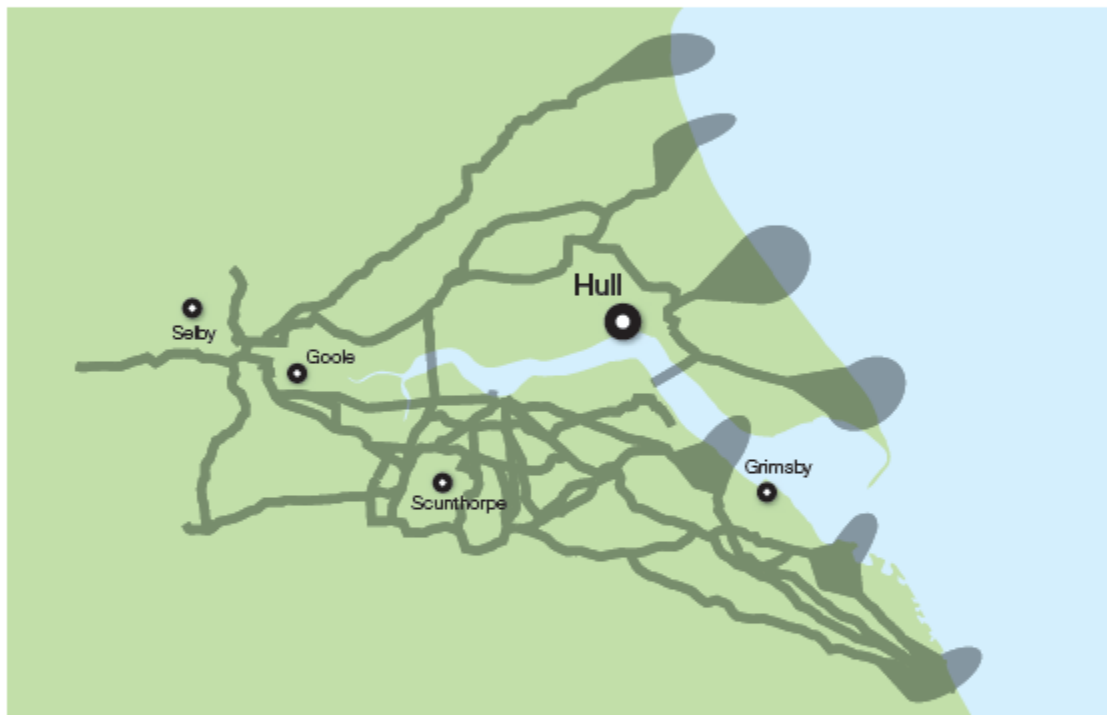
Storage

Carbon dioxide is injected into natural porous rock formations offshore where it will be stored permanently.

Route corridors - earlier options

Our initial appraisal started in 2019 when we identified several possible route corridor options. Since then, physical, environmental and social factors have

shaped possible routing options, as well as technical constraints, the location of emitters and other existing or proposed developments in the region.



High-level route options - initial planning. Initial route corridor options were then narrowed down to two primary configurations, A and B.



Configuration A



Configuration B

The route corridor options have subsequently evolved. Please see the following pages.

Environmental considerations

The pipelines and associated above ground installations will be designed to minimise their impact on natural habitats and the environment.

The project team will be carrying out a series of surveys, site and route investigations and other assessments to understand the issues and inform the management of potential environmental impacts.

The pipelines would primarily run through agricultural land and will not be routed through private gardens. Some surveys may be required in areas beyond the pipeline corridor for the purpose of gaining a greater understanding of local habitats and how they might

be impacted by the project. There is no intention to carry out surveys in private houses or gardens; these surveys are primarily in agricultural land and we will always work with landowners to seek voluntary access for surveys.

The Humber Low Carbon Pipelines project is committed to 'biodiversity net gain'. This means we intend to work closely with landowners and stakeholders to ensure that we go beyond mitigating our environmental impact with positive initiatives to support biodiversity and habitats for wildlife in the region.

Constructing an onshore underground pipeline

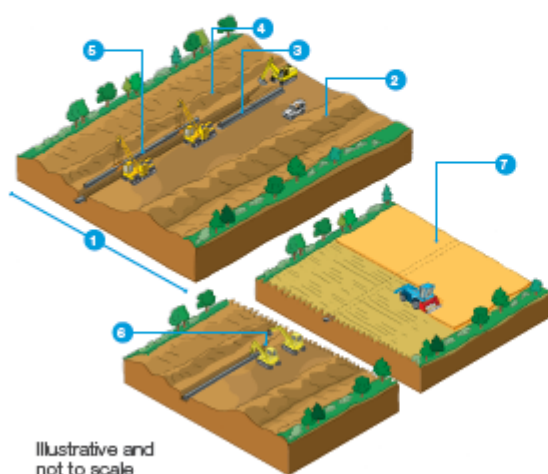
National Grid has extensive expertise in designing, building and operating safe and effective high-pressure gas pipelines in the UK.

We will work closely with the local community and other interested parties throughout the planning and construction process. Through construction, we will manage environmental impacts and work to minimise any disruption caused.

How is an onshore pipeline built?

To build the pipelines, roads, railways and waterways will need to be crossed. We would use a range of special techniques to cross these features to avoid disruption.

The pipeline will also involve a tunnel crossing under the River Humber. Further details on this will be available at our second round of consultation in early 2022.

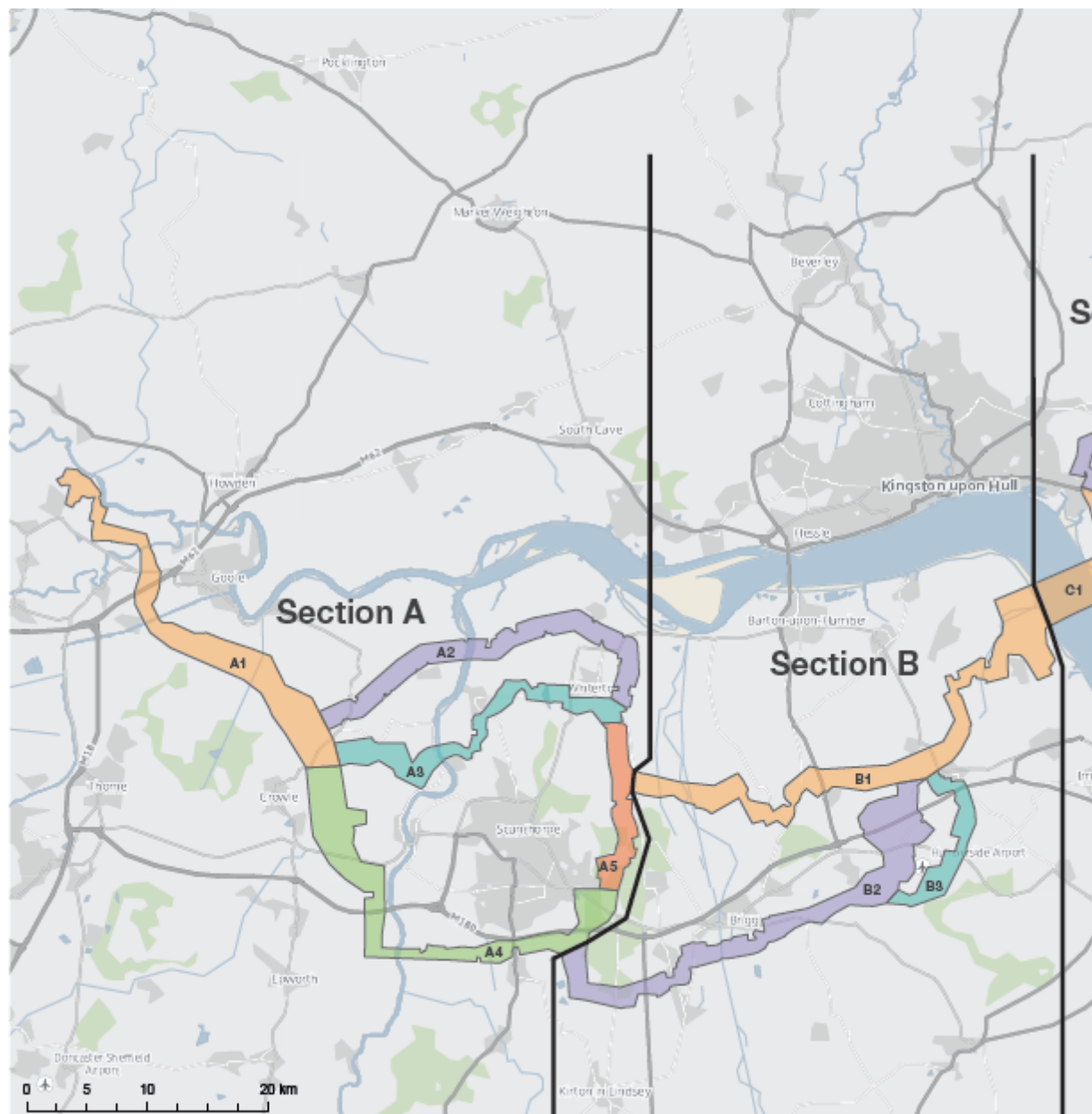


This is an illustrative diagram showing the construction process of an onshore pipeline. Please note, this image is based on a single pipeline. The Humber Low Carbon Pipelines project will involve two pipelines and will take a similar approach.

- 1 First, the working width – the total area within which construction work will take place – is marked out.
- 2 Next, the topsoil is carefully stripped and stored next to the pipeline route.
- 3 The pipeline is delivered in short lengths and placed on supports. These short lengths of pipeline are welded together into longer sections called 'strings'.
- 4 The pipeline trench is dug, with the excavated material being stored separately from the topsoil on the opposite side of the trench.
- 5 The pipeline 'strings' are lowered into the trench using special vehicles called 'side booms' and welded to the pipeline already laid.
- 6 The trench is filled in using the previously excavated material and the topsoil is replaced.
- 7 Once the land above the pipeline has been fully reinstated, it can be returned to its previous use, for example farming.

Route corridor options map

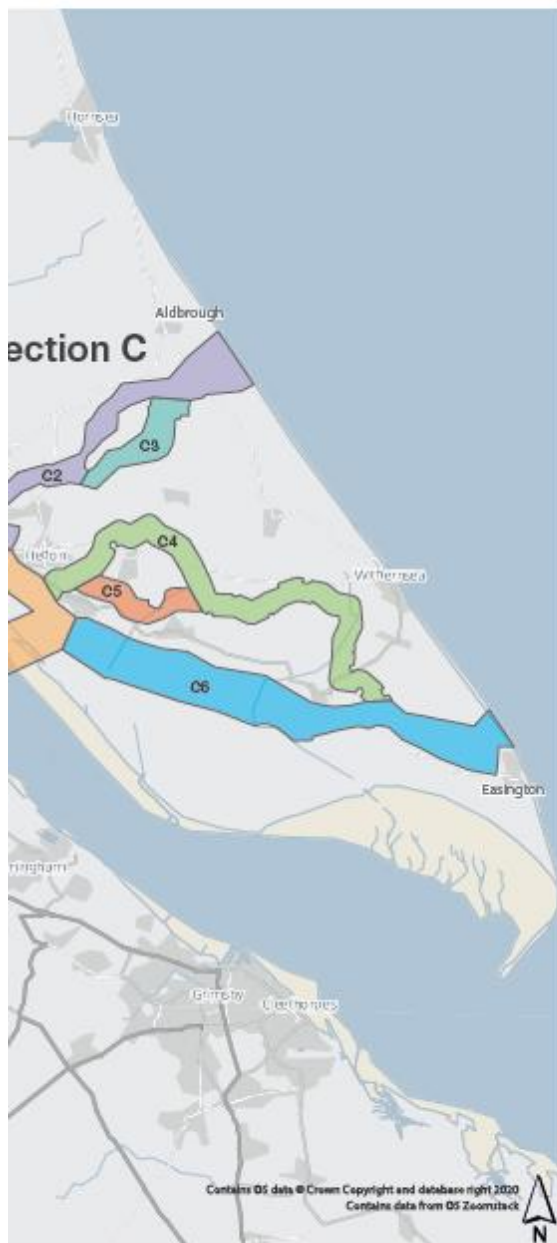
The map below shows the proposed route corridors and route options. To give comments or find out more about the feedback process, please go to 'Have Your Say' where you can find our contact information.



08

Feedback

We want to hear your views. All comments will be carefully considered as we develop our project. There are many ways to provide feedback including through the interactive map on our website, physical feedback forms and online events. See our **'Have Your Say'** section for more information.



Above ground installations (AGIs)

AGIs will be required at intervals along the route. The proposals will require AGI sites at or near the emitter locations, including pipeline inspection gauges (PIG) trap installations and block valves. Block valves will be required at intervals every 16 to 18 kilometres along the route and a pumping station near the coast.

AGIs will contain above ground equipment and pipework, essential instruments and one or more small buildings. Each will also have a vehicular access point as well as planting, screening and fencing.

We will have further details on the AGIs and possible locations at the next stage of consultation, scheduled in early 2022.

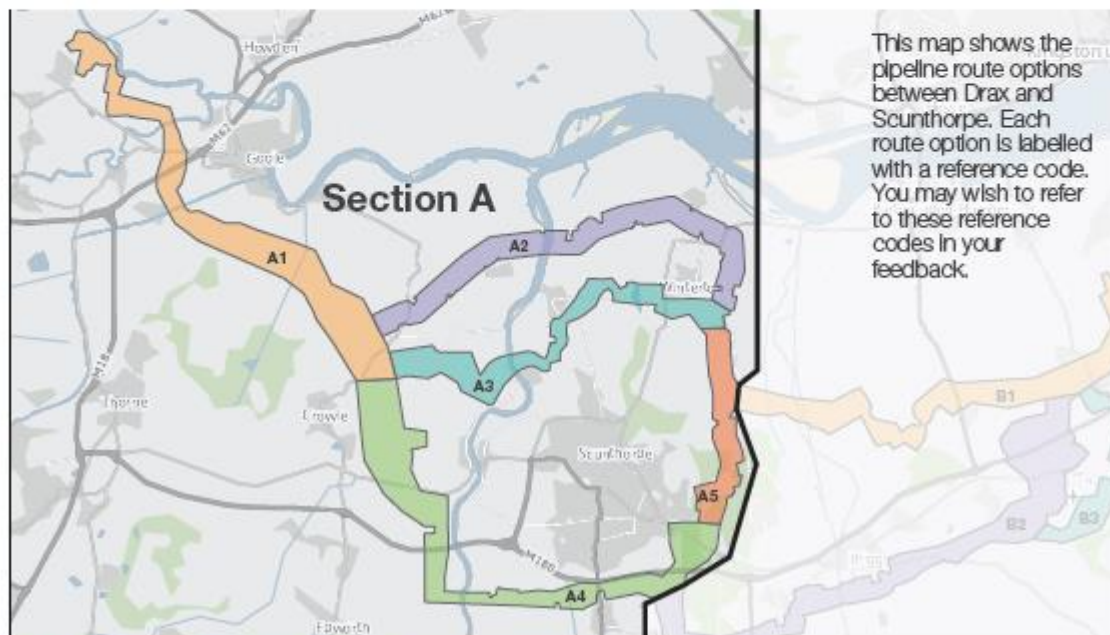


Illustrative image of a PIG trap

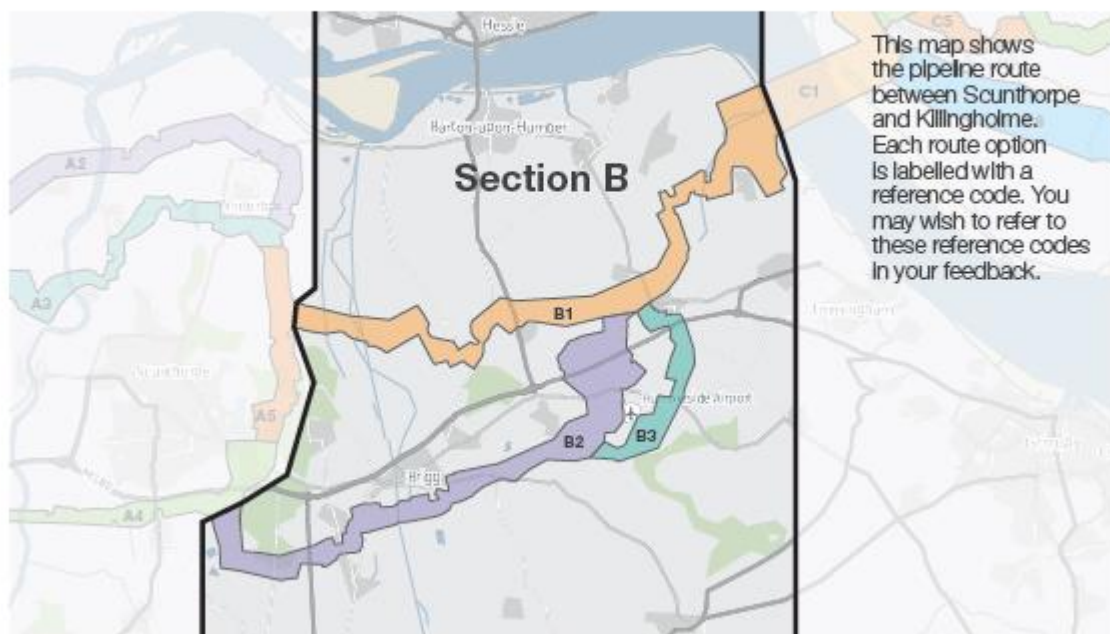
What happens offshore?

One of the pipelines will transport captured carbon dioxide emissions to a pumping facility near the coast where the pressure of the carbon dioxide will be increased, allowing for efficient transportation to a safe storage site beneath the North Sea.

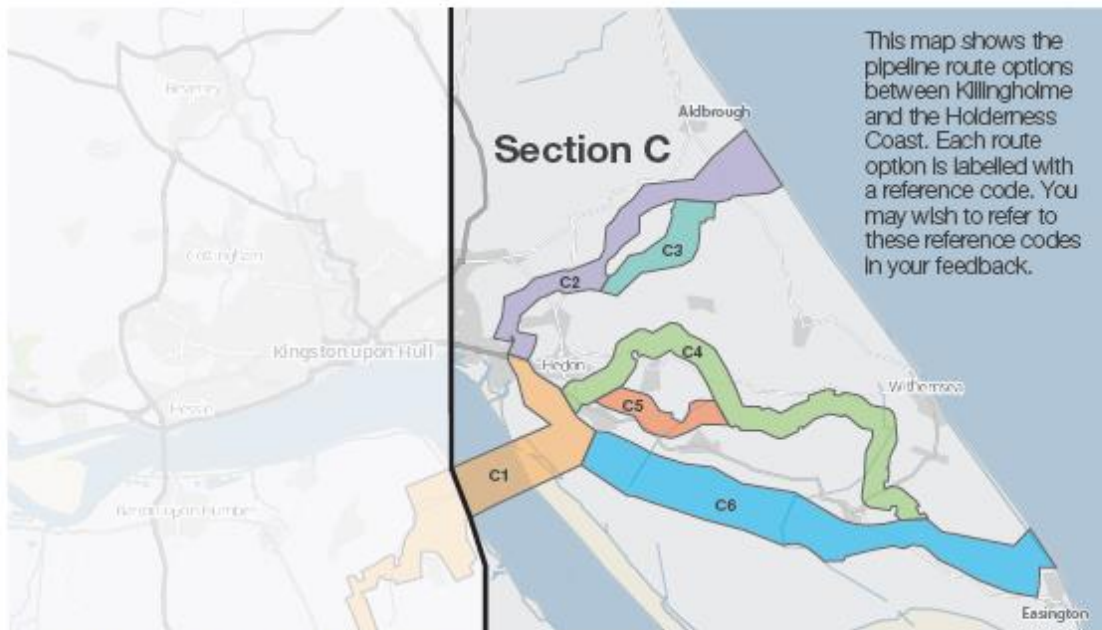
Route corridors - in detail



Section A - between Drax and Scunthorpe



Section B - between Scunthorpe and Killingholme



Section C - between Killingholme and Holderness

Feedback and the application process

Due to its scale, the project is classified as a nationally significant infrastructure project (NSIP) under the Planning Act 2008 and the application will be determined by the Government.

Late next year we intend to submit our proposals to the Planning Inspectorate, the Government body responsible for handling NSIP applications. The Planning Inspectorate will carry out an examination of the proposals and make a recommendation to the Secretary of State who will make the final decision.

Local councils, stakeholders and residents have an important role to play through this process. All written comments we receive will be considered and reported as part of the application process.

Please note, comments may be made public and the personal details of respondents may be made available to the Planning Inspectorate and other third parties.

You can find out more about the process at www.infrastructure.planninginspectorate.gov.uk.



Have Your Say

Giving Feedback

This consultation is an important opportunity for local residents, stakeholders and others to learn about the draft proposals and give their views.



Feedback

Please ensure you submit your feedback by the end of the consultation period of 22 October 2021.



Submit your comments online

You can leave feedback online using our interactive map. It allows you to view and comment on specific sections of the proposed route corridors.

We welcome comments about proposed route corridors and any other contributions or queries you may have about the pipeline project.

To use our interactive map go to:
www.nationalgrid.com/humberpipelines



How to get in touch as a landowner

Affected landowners and occupiers have been contacted.

If you believe your land is directly affected by the project but you have not been contacted, please **get in touch** at:

Telephone:
01869 629 007

Email us at:
HLCP@Dalcourmaclaren.com

There are several ways you can provide feedback, which are outlined below.

All comments will be reviewed and considered as the team develops the plans for the Humber Low Carbon Pipelines project. Feedback will be assessed alongside further environmental and technical considerations.



Submit your comments in writing

You can contact us by email or Freepost address.

Email us at:
HumberLowCarbon@nationalgrid.com

Write to us at:
FREEPOST HLCP NATIONAL GRID

Alternatively, you can fill out a physical feedback form. If you would like to do so, please give us a call. We will send one out to you.

You can also pick up a hard copy of our materials at our deposit inspection locations. Please visit our website to find out more.



Get in touch

If you would like more information about the project you can contact us directly.

Call our freephone number:
0800 860 6255

Email us at:
HumberLowCarbon@nationalgrid.com

Write to us at:
FREEPOST HLCP NATIONAL GRID



Website

Please go to our website to find all the ways you can participate in this consultation, including by attending our digital events.

Latest timeline

Please see below an indicative timeline of key milestones for the project. Please note these are subject to change.

- **Late Summer / Autumn 2021**
Non-statutory consultation on preferred route corridors
- **Early 2022**
Second non-statutory consultation on potential route corridors
- **Spring / Summer 2022**
Statutory consultation on detailed project route proposals
- **Late 2022**
DCO application submission
- **2023 / early 2024**
DCO examination and determination process
- **2024**
Construction phase begins
- **2026**
Earliest construction completion date





Further Consultation

We will be holding two further rounds of consultation in 2022. The second of these will be a statutory consultation stage to support the DCO planning application on the proposed design.





Appendix E

Webinar slides

Webinar slides as presented to the public on Wednesday 6 October and Thursday 14 October 2021.



Agenda

01	Introduction
02	The technology
03	The Humber
04	The project
05	Next steps
06	Timeline
07	Q&A
08	Closing remarks

01

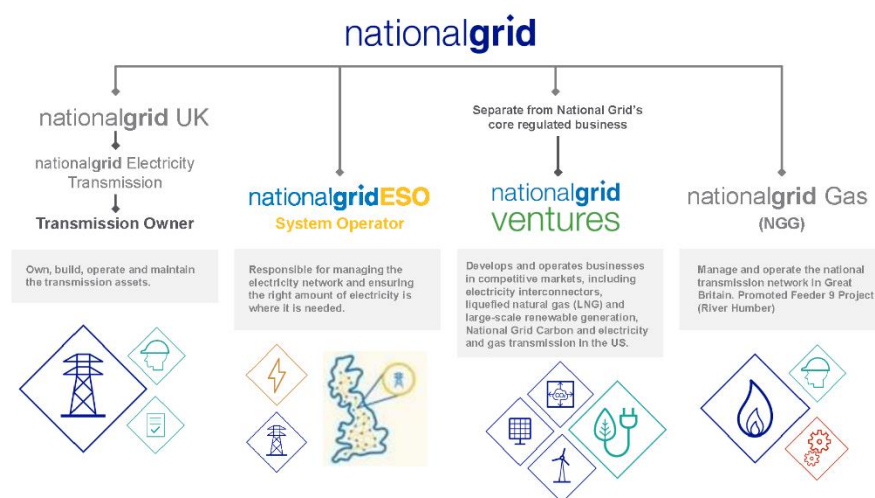
Introduction

Background and context

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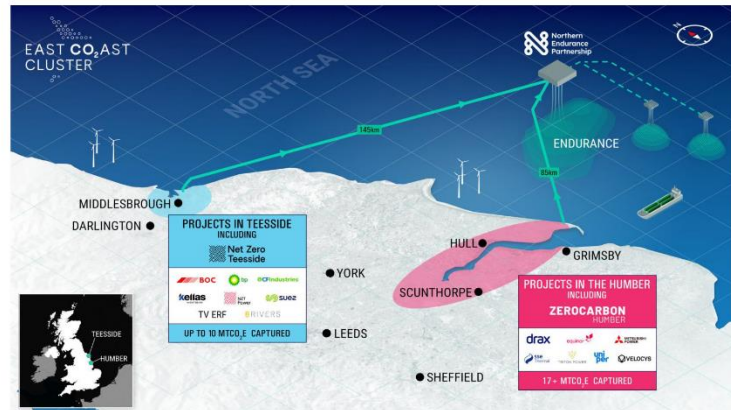


National Grid Group



Carbon Clusters - East Coast Cluster

The Government is committed to supporting the development of Carbon Capture, Usage and Storage (CCUS) and hydrogen technologies in the UK. Following consultation in February 2021, the Department of Business, Energy, and Industrial Strategy (BEIS) set out its approach to determine the sequence for locations to deploy CCUS in order to achieve this ambition.



The East Coast Cluster was created by the Northern Endurance Partnership

National Grid | Humber Low Carbon Pipelines | October 2021

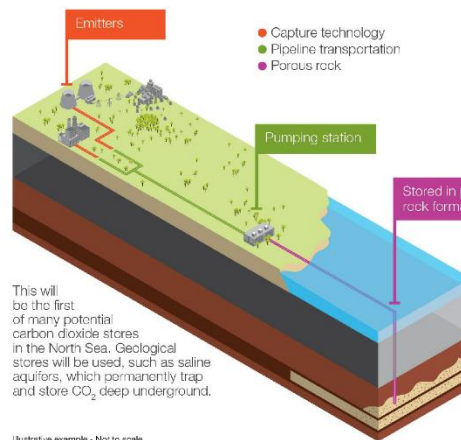
5



What is carbon capture, usage and storage (CCUS)

- Carbon capture, usage and storage (CCUS) refers to technology which captures harmful carbon dioxide emissions
- The carbon dioxide is then transported to be stored permanently beneath the seabed

How does CCUS work?



Capture

Carbon dioxide is captured via a filter system on a flue or stack at a fossil fuel power station or industrial facility.

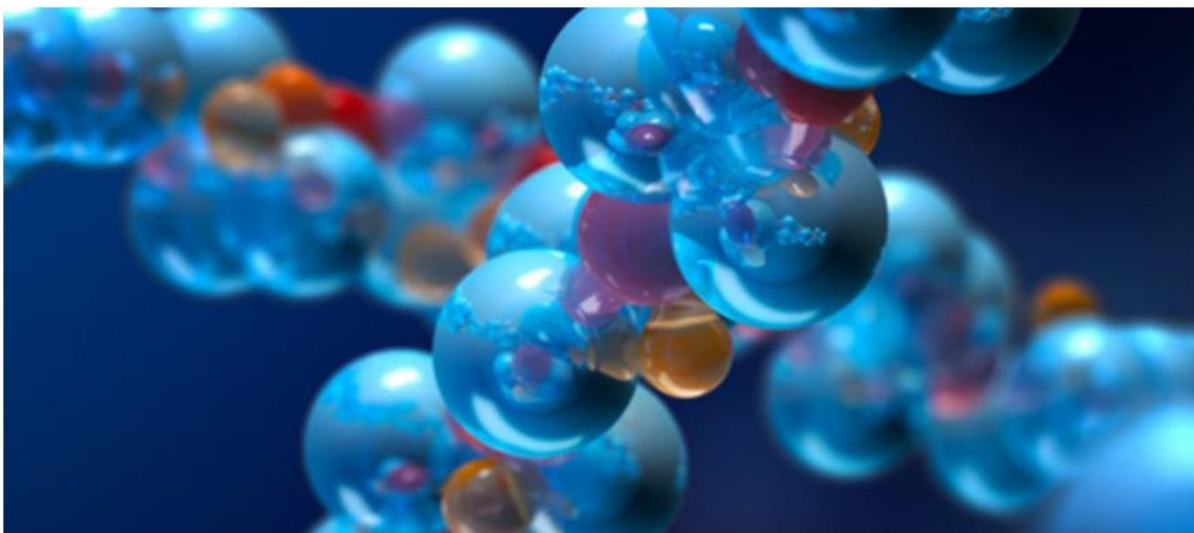
Transportation

Carbon dioxide is compressed and transported via onshore and offshore pipelines to a suitable storage location.

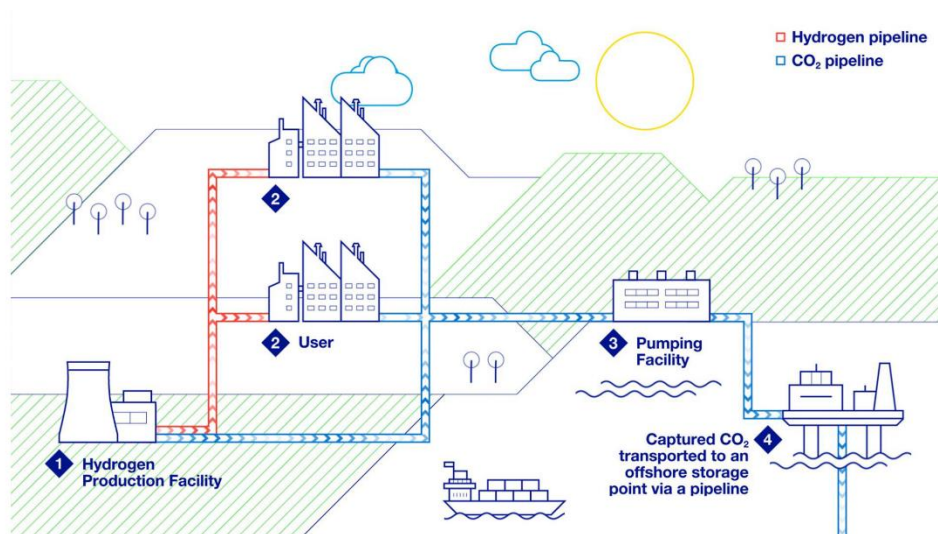
Storage

Carbon dioxide is injected into natural porous rock formations offshore where it will be stored permanently.

What is hydrogen



CCUS and hydrogen pipelines



National Grid | Humber Low Carbon Pipelines | October 2021

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03

The Humber

Reaching net zero

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The opportunity in Yorkshire and the Humber

The global energy revolution has begun. The Humber region can play a key role.

- The Humber region is the UK's largest industrial cluster. This means it can play a crucial part in helping the UK to transition to a low carbon economy
- Our proposed project aims to deliver a new onshore network of pipelines to transport captured carbon dioxide emissions away from the region's emitters
- It also aims to enable industries to fuel-switch from fossil fuels to low carbon hydrogen



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Net zero by 2050

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04

The Project

Overview

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The Project

We aim to create an onshore network of underground pipelines to transport carbon dioxide and hydrogen

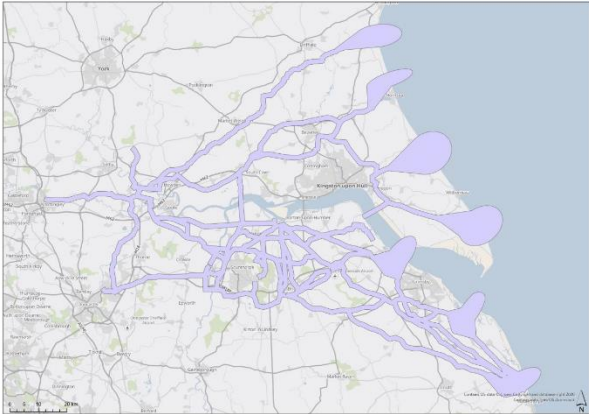
The pipelines are intended to connect to major industrial emitters (such as power stations) in the Humber region

The pipelines will then continue to a landfall point on the Holderness coast to allow the carbon dioxide to be taken offshore for storage and the project would include a new pipeline crossing under the River Humber

The project is classed as a Nationally Significant Infrastructure Project and will be consented by a Development Consent Order



Route corridors- earlier options



- Our initial appraisal identified several possible route corridor options
- Since then, physical, environmental and social factors have shaped possible routing options. This includes the location of potential emitters along with physical, social and environmental factors.

Route corridors- earlier options

Configuration A



Configuration B



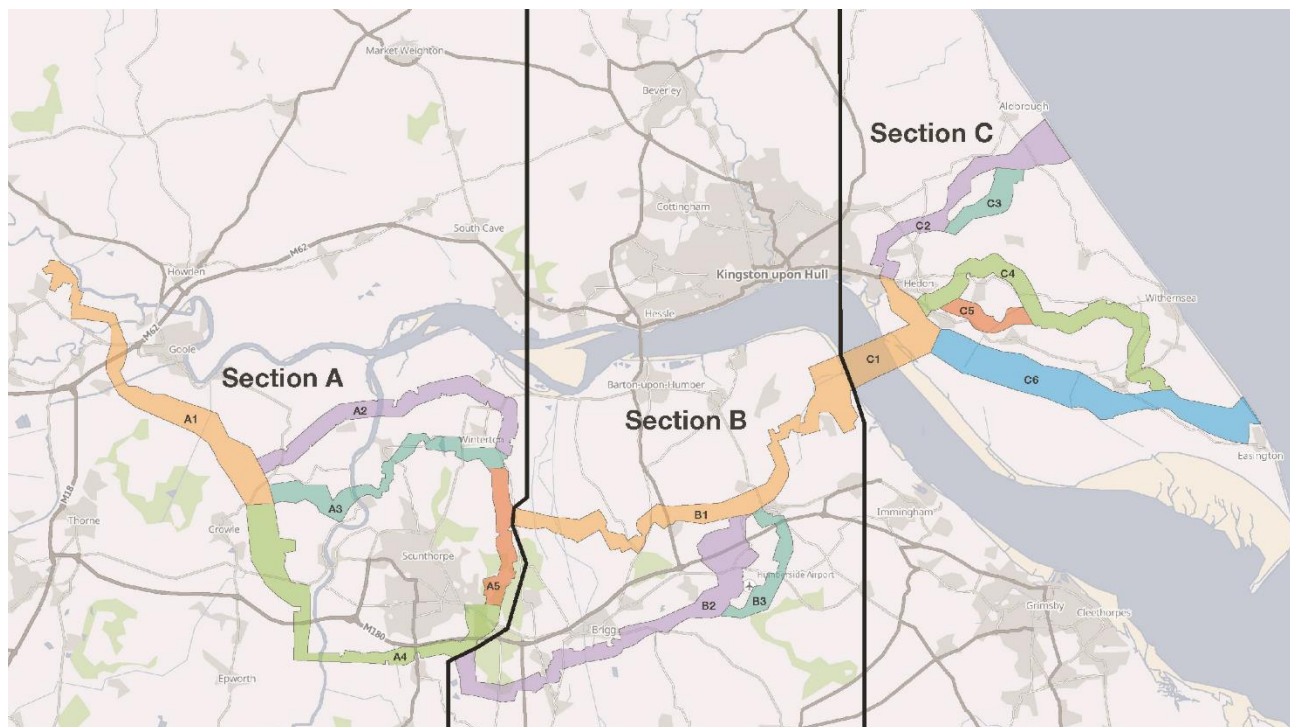
Route corridor options

We have developed broad route corridor options within which the underground pipelines and associated infrastructure could be located

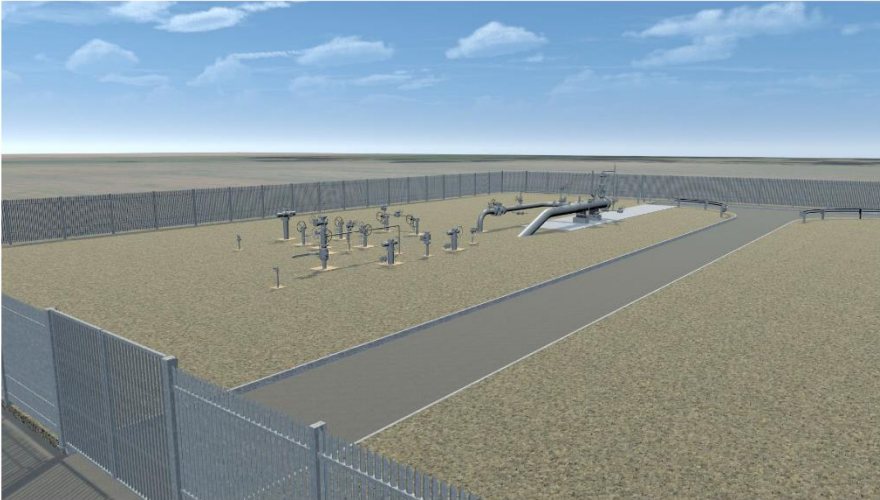


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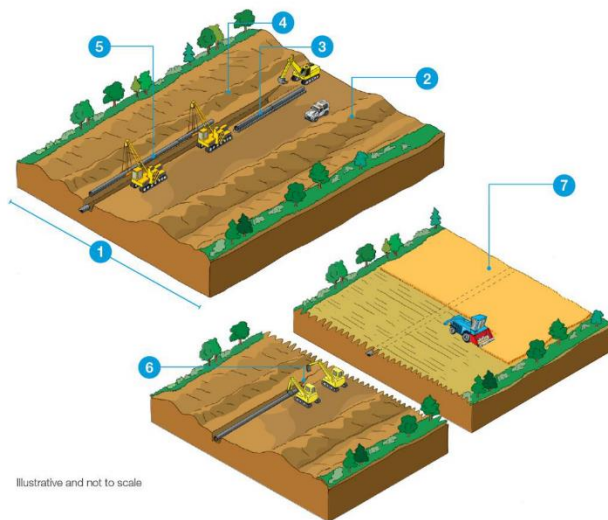
Above Ground Installations (AGIs)



- Additional detail in relation to Above Ground Installations will be available at future stages of consultation

**Illustrative image of a Pipeline Inspection Gauge (PIG) trap installation*

Constructing an onshore underground pipeline



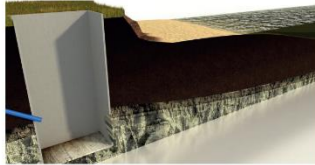
National Grid has extensive expertise in designing, building and operating safe and effective high-pressure gas pipelines

This is an illustrative diagram showing the construction process of an onshore pipeline. Please note, this image is based on a single pipeline. The Humber Low Carbon Pipelines project will involve two pipelines and will take a similar approach.

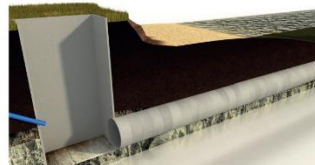
- 1 First, the working width – the total area within which construction work will take place – is marked out.
- 2 Next, the topsoil is carefully stripped and stored next to the pipeline route.
- 3 The pipeline is delivered in short lengths and placed on supports. These short lengths of pipeline are welded together into longer sections called 'strings'.
- 4 The pipeline trench is dug, with the excavated material being stored separately from the topsoil on the opposite side of the trench.
- 5 The pipeline 'strings' are lowered into the trench using special vehicles called 'side booms' and welded to the pipeline already laid.
- 6 The trench is filled in using the previously excavated material and the topsoil is replaced.
- 7 Once the land above the pipeline has been fully reinstated, it can be returned to its previous use, for example farming.

Constructing an onshore underground pipeline

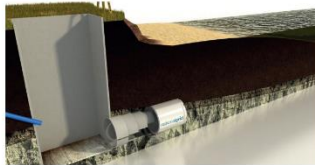
Going under the Humber



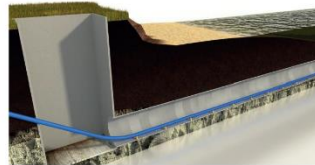
Shaft construction
Shafts are built on either side of the river. These can be vertical or sloped, depending on geological and engineering considerations.



Concrete lining
The tunnel is lined with concrete segments as it is dug.
The excavated material is transported for use or disposal away from the site. We are investigating options for its reuse.



Tunnel boring
A tunnel bore machine digs the tunnel beneath the river. This can bore through anything from hard rock to sand.



String fabrication and pipeline pulling
The pipeline is pulled through the tunnel from the surface in 'strings' – long, welded sections of pipe assembled on-site on one side of the river.
Once complete, the tunnel shafts are filled and the land reinstated as close to its original condition as practical.

Landowners

The pipelines would primarily run through agricultural or industrial land and will not be routed through private gardens.

We will work with landowners over the coming months to undertake non-intrusive surveys.

As the route develops there will be further discussions with landowners and most likely more surveys.

Our land agents will always be the point of contact to ensure they have a consistent relationship.



05

Next steps

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Consultation – have your say

Humber Low Carbon Pipelines Project

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Sign out

Back to main site

MAP VIEW

LIST VIEW

Section A

Section B

Section C

Submit your comments online

Submit your comments in writing

<https://nationalgrid.com/humberpipelines>

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06

Timeline

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Timeline

Late Summer / Autumn 2021	Non-statutory consultation on preferred route corridors
Early 2022	Second non-statutory consultation on potential route corridors
Spring / Summer 2022	Statutory consultation on detailed project route proposals
Late 2022	Development Consent Order (DCO) application submission
2023 / early 2024	DCO examination and determination process
2024	Construction phase begins
2026	Earliest construction completion date

07

Q&A

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08

Thank you

nationalgrid.com/humberpipelines

Email: HumberLowCarbon@nationalgrid.com

Phone: 0800 860 6255

Freepost: FREEPOST HLCP NATIONAL GRID

Northern Endurance Partnership:

<https://eastcoastcluster.co.uk/consultation/>

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Humber Low Carbon Pipelines Project

Supporting the decarbonisation of
the Humber
October 2021

nationalgrid



Appendix F

Deposit Inspection Locations

This was publicised on the project website and on the Consultation Leaflet sent to local communities.

Deposit location	Address	Opening hours*
Goole Library	Carlisle Street, Goole DN14 5DS	Mon: 9.30am–7pm, Tues: 9.30am–5pm, Wed: 9.30am–7pm, Thurs: 9.30am–5pm, Fri: 9.30am–5pm, Sat: 9am–4pm
Hedon Library	St Augustine's Gate, Hedon, Hull HU12 8EX	Mon: 9.30am–1.30pm, Tues: 9.30am–6.30pm, Wed: 9.30am–1.30pm, Thurs: 9.30am–4.30pm, Fri: closed, Sat: 9.30am–12.30pm
Howden Library and customer service centre	Hailgate, Howden, Goole DN14 7SX	Mon: 9.30am–4.30pm, Tues: closed, Wed: 2pm–7pm, Thurs: closed, Fri: 9.30am–2.30pm, Sat: 9.30am–12.30pm
Snaith Library	Market Pl, Snaith, Goole DN14 9HE	Mon: closed, Tues: 2pm–6pm, Wed: closed, Thurs: 10am–4pm, Fri: closed, Sat: 10am–12pm
Withernsea Library	Queen St, Withernsea HU19 2HH	Mon: 9.30am–4.30pm, Tues: 9.30am–6.30pm, Wed: closed, Thurs: 9.30am–4.30pm, Fri: 9.30am–1pm, Sat: 9.30am–12.30pm
East Riding Mobile Library	Various locations	Please visit the Council's library page for schedule details: https://www.eastridinglibraries.co.uk/find-a-library/
Hull Central Library	Albion Street, Hull HU1 3TF	Mon & Tues: 9.30am–5pm, Wed: 1pm–7.30pm, Thurs: 9.30am–7.30pm, Fri: 9.30am–1pm, Sat: 10am–4pm
Barton-upon-Humber Library	Baysgarth Leisure Centre Baysgarth Park, Brigg Rd, Barton-upon-Humber DN18 5DT	Mon: 9am–6pm (closed 12.30pm–1pm), Tues: 9am–5pm (closed 12.30pm–1pm), Wed: 9am–5pm (closed 12.30pm–1pm), Thurs: 9am–6pm (closed 12.30pm–1pm), Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Brigg Library	Brigg DN20 8LD	Mon–Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Broughton Library	High St, Broughton, Brigg DN20 0JX	Mon: 9.30am–12pm, Tues: 9.30am–12pm, Wed: 1pm–4pm, Thurs: 1pm–4pm, Fri: closed, Sat: 9.30am–12pm
Crowle Library	Market Hall, Market Pl, Crowle, Scunthorpe DN17 4LA	Mon–Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Goxhill Library	Church St, Goxhill, Barrow- upon-Humber DN19 7HX	Mon: 3.30pm–6pm, Tues: closed, Wed: 2pm–5pm, Thurs–Sat: closed
Scunthorpe Library	Carlton St, Scunthorpe DN15 6TX	Mon–Fri: 9am–5pm (closed 12.30pm–1pm), Sat: 9am–12pm
Immingham Library	Palham Rd, Immingham DN40 1QF	Mon–Fri: 9am–5pm, Sat: 9am–1pm
Council Municipal Offices, Grimsby	Town Hall Square, Grimsby DN31 1HU	By appointment only
Selby Library	Micklegate, Selby YO8 4EQ	Mon: closed, Tues–Thurs: 10am–4pm (closed 12.30pm–1.30pm), Fri–Sat: closed
West Lindsey DC offices, Gainsborough	Guildhall Marshall's Yard, Gainsborough DN21 2NA	By appointment only

* Please note opening hours are subject to change. Please confirm opening times with venue if planning a visit.

Appendix G

Advertisements in local newspapers

The advertisement below ran in the Holderness and Hornsea Gazette, the Hull Daily Mail, Goole Times, Grimsby Telegraph, Scunthorpe Telegraph and The Yorkshire Post over two consecutive weeks.

Humber Low Carbon Pipelines project
Public consultation

Helping to decarbonise the Humber

National Grid Ventures is bringing forward plans to help the Humber region transition to a low carbon economy, supporting the UK's ambition to reach net zero by 2050.

On **Monday 20 September 2021** we launched our public consultation on draft plans for the Humber Low Carbon Pipelines project.

By drawing on its existing skills and infrastructure, the Humber can become the base for the UK's first net zero carbon industrial cluster, helping to create a cleaner environment for future generations whilst delivering thousands of jobs and export opportunities for businesses across the Yorkshire and Humber region.

The project will involve the creation of a new network of underground carbon dioxide and hydrogen pipelines in the Humber region, connecting major emitters as part of a process to help industry remove carbon emissions from the atmosphere and switch to low carbon forms of energy. It forms part of the Zero Carbon Humber ambition.

The pipelines are designed to connect to major emitters and power stations in the region, such as Drax, the new power station at Keadby, British Steel in Scunthorpe, Uniper's Killingholme site near Immingham and Eon's proposals for hydrogen production at Salford. The pipelines will continue to a landfill point on the Holderness coast. The onshore carbon dioxide pipeline will then connect to an offshore pipeline to the Endeavour offshore storage location. The project includes a new pipeline crossing under the River Humber.

National Grid Ventures is a division of National Grid plc, one of the largest investor-owned energy companies in the world. It develops, operates and invests in energy projects in the UK and abroad, and in technologies and partnerships to accelerate the development of our clean energy future.

Take part in the consultation

Our consultation is open to all and we encourage everyone to visit the project website www.nationalgrid.com/humberpipelines for full details of the draft plans, together with an interactive map and digital feedback form. Please give us your views. All comments will be taken into account as the plans are developed and refined. **All feedback must be received in writing by 22 October 2021.**

You can take part in our consultation via our website, post, telephone, email or by visiting one of the deposit locations, where a limited selection of printed materials have been made available.

Deposit locations

A limited selection of printed materials are available at a number of community venues and other locations in the region. Please visit the website or contact us for further details.

For further information, please get in touch with the National Grid Ventures project team:

Phone: 0800 860 6255

Send an email to: HumberLowCarbon@nationalgrid.com

Write to our freepost address at: **Freepost HLCP NATIONAL GRID**

Or visit the project website: www.nationalgrid.com/humberpipelines

nationalgrid

Table 9.1 – Newspaper advertisement publication dates

Newspaper	Advert 1	Advert 2
Grimsby Telegraph	Monday 20 September	Monday 27 September
Hull Daily Mail	Monday 20 September	Monday 27 September
Yorkshire Post	Monday 20 September	Monday 27 September
Goole Times	Thursday 23 September	N/A
Holderness and Hornsea Gazette	Thursday 23 September	N/A
Scunthorpe Telegraph	Thursday 23 September	Thursday 30 September

News

Rise in hospital staff retiring or resigning during the pandemic

Northern Lincolnshire and Goole NHS Foundation Trust recruited their largest ever group of newly-qualified nurses this autumn.

TRUST RECRUITS 294 NEW DOCTORS OVER PAST 12 MONTHS

By JAMIE WALLER
@jamiewaller2

THE number of doctors and nurses leaving northern Lincolnshire's hospital trust has risen during the pandemic.

More retired or resigned last year than previously, with this year set to be even higher.

The increase has come as Northern Lincolnshire and Goole NHS

Foundation Trust weathered pressures from the Covid pandemic.

A Freedom of Information Request has revealed that 182 nurses and other medical staff left NLAG last year – a significant rise from 135 the previous year.

In the first eight months of this year, 133 staff have already left, putting it on track to surpass last year.

Staff who have left NLAG may have received promotions or reloca-

tions to other parts of the NHS.

Retirements may also have been planned before the pandemic.

Over the last 18 months, Grimsby and Scunthorpe hospitals have dealt with influx of Covid patients to their wards and ICU units, along with severe pressure on their A&E departments.

However, despite the numbers of staff leaving, the Trust say they have had success in recruiting through

the pandemic. Some 294 new doctors (including 196 trainees) were recruited over the last twelve months.

131 registered nurses and 20 radiographers also began working in northern Lincolnshire in that time.

The Trust had their largest ever group of newly-qualified nurses recruited this autumn, with 73 nurses from Hull and Lincoln universities starting.

The vacancy rate for doctors has halved over the last four years. It is currently around 11 per cent.

However, the pandemic has impacted on the "fill rate" for medical trainees. It stood at 91 per cent last August (after improving from around two-thirds three years before.) But due to the pandemic and restrictions on international travel, it has fallen to 80 per cent as of last month.

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the Endurance offshore storage location. The project includes a new pipeline crossing under the River Humber.

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Phone:
0800 860 6255



Send an email to:
HumberLowCarbon@nationalgrid.com



Write to our
freepost address at:
Freepost HLCP
NATIONAL GRID



Or visit the project website:
www.nationalgrid.com/humberpipelines

nationalgrid

News

More than 40 of our footpaths are getting improved

By **RICHARD BLACKLEDGE**
 newsdesk@grimsbytelegraph.co.uk
 @GrimsbyLive

MORE than 40 footpaths in Grimsby, Cleethorpes and more are to be improved - and the full list of pavements getting spruced up has now been published.

The paths are being resurfaced over the next few weeks using a process known as slurry sealing. This involves laying a slurry - a mix of bitumen, emulsion and chippings - onto the footpath in order to seal the surface and prolong its lifespan. The mix dries very quickly and pedestrians can usually walk over it within 20 to 30 minutes.

Work starts on Monday, September 27, and is expected to be carried out over eight weeks, subject to weather conditions. The project is being carried out by Kieley Brothers of Birmingham and managed by North East Lincolnshire Council partner ENGIE.



In line for sprucing up

Here are all the footpaths included in the programme:

Grimsby

- Central Parade verges
- Westward Ho verges
- Cambridge Road verges
- Sherwood Road verges
- Welbeck Road
- Welbeck Place
- Brocklesby Place verges
- Brocklesby Road verges
- Malcolm Road verges
- Sidhills Street
- Margaret Street
- Heneage Road
- Granville Street
- David Street
- Algemon Street
- Hilda Street
- Duke Street
- Peaks Lane
- Park Avenue
- Patrick Street cycle path
- Moss Road
- Garden Street
- Abbey Walk
- Gibbey Rd Cycle Track
- Cleefields Link Footway
- Wybers Wood Link footway - St. Nicholas Drive, adjacent to

the shops through to St. Nicholas Drive between properties 116 and 118, including footway links from St. Nicholas Drive to Towns Holt footpath

Cleethorpes

- Beeley Road verges
- Bestall Road verges

Great Coates

- Station Road
- Ferndown

Bradley

- Lacey Road
- Bradley Road

Scartho

- Boundary Road
- Bulwick Avenue
- Southfield Road
- Louth Road
- Pinfold Lane
- St Giles Avenue
- Church Lane
- Fairfield Road
- Waltham Road

- Waltham
- Kirkgate

Humber Low Carbon Pipelines project

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News

No drama ... it's a new baby llama

GLADYS WELCOMES NEW CRIA AT SEWERBY ZOO



A BABY llama, or cria, has arrived at a Sewerby zoo, with keepers delighted by the cute newcomer.

The female put in an appearance at about 11.15am on Thursday, September 16, and both the youngster and her mum Gladys are said to be doing well.

Staff at the Sewerby Hall and Gardens zoo were on hand to check everything was fine for the birth.

The baby is a little sister to big brother Vernon.

Head zookeeper John Pickering said: "This is fantastic news. We are so pleased with the new

By DEBORAH HALL

deborah.hall@redgpc.com

@DeborahHall15

addition to the llama herd here at Sewerby zoo.

"We were excited to discover that Gladys was pregnant when she arrived here."

Details of the new arrival's name will be announced shortly.

Gladys and Vernon, named after Elvis Presley's parents, both arrived at the zoo earlier this year.

Full details of the zoo at Sewerby Hall and Gardens, together with admission prices and opening times, can be found at www.sewerbyhall.co.uk



Gladys the llama with her new baby cria

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News

Humberside Police quash rumours of a 'fake officer'

CONCERN ON SOCIAL MEDIA

By GREGORY FORD

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@FordWH1

HUMBERSIDE Police have responded to rumours circulating on social media of a "fake" officer "flagging down women" in Hull.

A post, which had been copied and pasted from the Hull Live Traffic and Travel page, warned female drivers of a man "impersonating a police officer" allegedly targeting them and pulling over their vehicles in the Hedon Road area.

According to the post, the person claims they saw a woman being pulled over by the "officer" and went to help, before the mystery man "sped off" when he saw them.

The post said: "Urgent warning to female drivers Hull area."

"I just caught a man impersonating the police and tried to pull a

woman over in her car on Hedon Road. I escorted her away from the man and took her to her place of work. Just left police station after making a statement.

*Description: Car: Silver Land Rover Freelander, 4 Door, 2009 model with blue strobe lights fitted in the rear (you can't see them unless he turns them on)

*Man: 35-45, white, medium build, light hair, possibly shaven, wearing yellow hi-vis jacket

*The woman is OK, but shaken. The man sped off when he knew she had help."

Humberside Police have now confirmed the mystery man was, in fact, an officer on duty.

A force spokeswoman said: "We received reports of suspicious activity on Hedon Road, Hull, at 7.50pm on Thursday, September



Humberside Police have confirmed the man was an officer

23, involving a person trying to flag down a motorist.

"We can confirm this was a police vehicle and the officer left the scene soon after as he was

called away on police business.

"We understand the call was of good intent and would like to thank the person who reported it for showing concern for a fellow motorist."

IN BRIEF

Coastguard says helicopter was 'training'

THE Coastguard has revealed the reason you may have spotted a helicopter above Hull and the East Riding on Thursday afternoon.

A spokeswoman confirmed it was a training exercise, which lasted about two hours.

It set off at 2.30pm and involved travelling up and down the coast, the spokeswoman confirmed.

A coastguard spokeswoman told the Mail it was "perfectly normal and routine".

"They are on a training exercise," she explained. "Full training is about two hours, they will be travelling up and down the coast."

"They set off at 2.30pm. They train most days. It's perfectly normal and routine."

One man who heard the aircraft over Princes Avenue, told Hull Live: "It was quite loud over Princes Avenue area when it did the loop bit."

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'Urgent need for £5bn catch-up plan for schools'

Give parents vouchers, Davey suggests

CATLIN DOHERTY
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A "MASSIVE" post-pandemic education catch-up plan is "urgent", Sir Ed Davey has said, as he called for extra to be pumped into the system – with a third of that being funnelled to parents to spend how they choose.

The Liberal Democrat leader called for £2bn to be handed to parents in vouchers which could be redeemed against catch-up tutoring, extra-curricular activities or mental health support, as the pandemic could mark a "watershed" for education.

He also used his headline annual party conference speech to slam Chancellor and Yorkshire MP Rishi Sunak, who he said has "refused to help our children recover their lost learning".

Speaking following the break-

Tory 'blue wall' seats targeted

IN HIS first live address since becoming leader last year, Sir Ed said the Lib Dems' win in the recent Chesham and Amersham by-election, where they overturned a 16,000 Conservative majority, showed they could take seats in the so-called Tory "blue wall" across southern England.

Speaking to around 150 activists in London's Canary Wharf, he said part of the reason for their victory was a "groundswell of frustration and discontent" among voters who felt ignored and taken for granted by the Tories.

"They just don't feel that Boris Johnson represents them," he said.

full what their own catch-up expert recommended – with a Children's Catch Up Fund of at least £2bn.

He went on: "Schools should be free to spend their Covid cash as they see best."

"Headteachers and teachers know their pupils better than

Tory Minister ever will. The Government must stop micromanaging schools and wasting money."

Sir Ed explained that supporting parents and children must be a "top priority", pointing to the difficulties that many have faced parenting throughout the pandemic.

Parents should get Catch-Up Vouchers to spend on what they want for their child's education," he said.

Parents could choose to spend it with their child's own school – on an after-school homework club, on one-to-one tuition, on special extra-curricular activities from sports to music lessons – or with a music teacher they find. Or on therapy and counselling. As long as it was supporting the education and well-being of their child, it would be the parent's choice.

Sir Ed called on the Government to heed the advice of its former education catch-up czar Sir Kean Collins who quit after Ministers refused to back his plans for a multi-billion pound recovery programme. He said Mr Sunak "refused them the catch-up funding, schools need. Giving them just one tenth of what the Government's own adviser said our children need."



LOOK TO THE SKIES: Prince Charles, Prince of Wales watches a RAF fly past from Church House.

PICTURES: JOHN PHILLIPS/CITY IMAGES

Abbey service compares heroism of Battle of Britain to Afghanistan

A COMPARISON has been drawn between the "collective hope" given by the heroism of the few and the recent occupation of Afghanistan, during Westminster Abbey service marking the 80th anniversary of the Battle of Britain.

The Prince of Wales, accompanied by his wife the Duchess of Cornwall, helped lead a service of the 80th anniversary of the Battle of Britain in 1940. Prime Minister Boris Johnson, Home Secretary Priti Patel and Labour's Shadow Defence Secretary John Healey were among the guests at the annual service that commemorates the first battle in history fought entirely in the air during the Second World War.

This year's service was reduced, since mask-wearing congregation due to Covid-19 precautions, but senior Government, military and diplomatic dignitaries were able to attend alongside serving RAF personnel.



AIR BATTLE: The Westminster Abbey service marks the 80th anniversary of the Battle of Britain.

PICTURE: JON GORDON/PA

Chief of the Air Staff, Air Chief Marshal Mike Wigston, gave a

He said the RAF had carried "the collective hope of a nation" amid a "continual onslaught of enemy planes in our skies" in September 1940.

The Battle of Britain was a major air campaign fought in the skies over the UK in 1940 that took place between July and October that year.

September 15 saw the RAF gain a decisive victory over the Luftwaffe in what was Nazi Germany's first daylight attack.

Some 1,140 Luftwaffe aircraft were sent to attack London, but were repelled by just 60 RAF fighters – and two days later Hitler postponed his plans to invade Britain. Westminster Abbey has held a service of thanksgiving and re-dedication in honour of Britain Sunday every year since 1944.

Child dies in pony accident during hunt

AN INVESTIGATION is under way after a two-year-old girl died after falling from a pony during a North Yorkshire hunt.

The girl was riding with members of The Bekele Hunt in Kirby Thelam, near Northallerton, on Wednesday at 1pm when she fell from the animal.

Yorkshire Air Ambulance attended the scene, but the girl died in hospital in the early hours of Thursday.

Members of The Bekele Hunt said they have been "devastated" by the tragedy.

A spokesperson for the Hunt said: "As a community we are all

completely devastated but are pulling together to support the family involved."

"Our sincere condolences go to all those affected."

North Yorkshire Police are investigating the incident and specialist officers are supporting the girl's family following her death.

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Business centre and homes 'will put city on map'

Old waterworks site to be redeveloped

CHRIS YOUNG
LOCAL DEVELOPMENT REPORTER
@chrisyoungyork

PLANS to build a huge business centre and 150 homes on a former Yorkshire Water site in Ebbw Vale will put the city on the map, a developer has claimed.

Bradford Council has approved plans to redevelop vacant sections of the site, with £2m also being spent to improve transport networks.

The decision was made at a meeting of the council's Regeneration and Planning Committee, where members were told that the business side of the plans would create around 2,000 jobs.

The plans, by Kephtham Development, are for a series of mixed-use developments on the site, and were first submitted over two years ago.

The committee was told that wranglings over an access road part of which would lie in a floodplain of the River Aire, was behind the lengthy delay in the application coming to the committee.

The full application was to develop redundant primary tanks and build 150 homes and a community hub in their place, new roads, a new public open space

Traffic and crime fears

A NEW heritage trail, numerous public footpaths and new wooded areas will also be created.

The committee was told that the employment development would be carried out in phases, and could take 20 years to complete.

Objections included concerns over the extra traffic the scheme would bring to Ebbw Vale, a lack of facilities for the new residents and questions over building such a large development in the Green Belt.

West Yorkshire Police said the design of the estate was not ideal for preventing crime, and that footpaths on the site left it vulnerable.

and employment development on the site of former fill beds.

Due to the relatively isolated nature of the site, the developer will provide 0.2m to improve transport links. A public-private partnership delivery group will be set up to decide how this

money will be spent - but it is likely to include new bus routes, electric bicycles and car-sharing schemes.

The applicants said this cash would improve travel for all residents of Ebbw Vale - not just those living on the development.

Money will also be spent to improve public footpaths and cycleways will be granted to Leeds Council to improve the A660/B630 junction.

A permit scheme that allows only certain vehicles to pass through the Yorkshire Water site will be used, with residents given priority.

Lake Ace, of Kephtham, said: "There aren't many schemes like this, not just regionally or nationally, but internationally. It will deliver new standards of housing and put Ebbw Vale on the map for really positive reasons."

Liz Barber, CEO of Yorkshire Water, said: "Alongside the new development, we are already working hard to redevelop the historic Ebbw Vale Hall and transform it into a flagship Centre of Excellence for learning and training, offering a state-of-the-art venue for our colleagues and future graduates and apprentices to improve their skills."

Complete creative control has been handed to some of the team and women more regularly seen selling the magazine.

This week's special edition includes articles, interviews, artwork and poems from vendors across the United Kingdom, with a front cover designed by Rich Rowse, a London-based Big Issue vendor and artist.

The special edition features a conversation between Clive, a Big Issue vendor and writer based in Plymouth who obtained his GCEs this summer aged 51, and

PULLING POWER: LIFEBOAT IS HAULED THROUGH RESORT



Crowds cheered as a crew pulled a 105-year-old lifeboat through Whitby. It is being moved to Coastguard Marine while its museum undergoes a major refurbishment. Pictured is station mechanic Richard Downes. The lifeboat was the last ever rowing boat used on service in 1962. PICTURE: CHRIS JAMES/PA

Big Issue vendors turn writers for 30th anniversary magazine

THE Big Issue has put 30 of its vendors in charge of the magazine to mark the title's 30th anniversary.

The special edition features a conversation between Clive, a Big Issue vendor and writer based in Plymouth who obtained his GCEs this summer aged 51, and

Doctor Who actor and Big Issue ambassador Christopher Eccleston, said.

The actor also provided the voiceover for The Big Issue's 30th anniversary video.

He said: "I believe in the power of the Big Issue. It's an achievement that we can have a place in this world."

"It was a pleasure to take part in this video for The Big Issue's 30th birthday as it showcases the important work the organisation does, and what it means for the vendors who are a part of it and

why supporting the work they do is so important."

Lord John Birt, founder of The Big Issue, said: "In the very first edition I said I wanted to see the magazine written by vendors - and 30 years on, here we are. I couldn't think of a better way to mark the 30th birthday of The Big Issue."

Editor Paul Morris said: "Thirty years on, The Big Issue remains a vital part of the lives of thousands of people. These people The Big Issue is here to help have been at the heart of everything we've done."

Art world set to make a bee line as hive goes live

A 600-YEAR-OLD musical score based on the sound of bees in the hive has inspired part of the first major UK exhibition by a leading Australian artist.

The choral piece was written by Elizabethan polymath Charles Butler, a pioneer in English bookkeeping.

His four-part vocal harmony mimics a sound known as piping, which occurs when bees make a sound to recruit others to a new nest.

Artist Angeli Maiti has added the score to produce her own sound installation, recorded in the University of Edinburgh's Royal Concert Hall.

It will form part of her in the Round exhibition which opens at the university on Friday.

Technical glitch takes Channel 4 off air

CHANNEL 4 and More4 went off air on Saturday due to a "technical problem", according to the broadcaster.

Viewers said their television screens showed a still from a programme for about 30 minutes before returning to normal broadcasting.

Minutes later, the channel was said to have resumed again.

More4 meanwhile showed nothing on its screens, according to other viewers, while some said it had been affected. The broadcaster confirmed two channels were temporarily off air as a result but did not mention the others.

It said: "Channel 4 and More4 are currently off air due to a technical problem. We are working to

restore them as quickly as possible."

Channel 4 and More4 are believed to have since returned to normal broadcasting. Channel 4 also faced with technical issues and went off air on Saturday. Some viewers said they were shown only a message on the channel which apologised for the problem.

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WEEKLY NEWSPAPER IS INSIDE >>>>>

Thursday, September 23rd, 2021 Issue 7893



85p

UK ENERGY CROP BOOST



Miscanthus field near Drax Power Station

World leader in sustainable bioenergy Drax Group is working with the National Farmers Union of England and Wales (NFU), to identify opportunities to increase perennial energy crop production in the UK, helping to meet the country's climate goals.

Drax and the NFU will develop a roadmap for boosting the UK market in perennial energy crops, helping to provide diversification opportunities for

British farmers. It will support Drax's ambition for some of the biomass needed for its plans to develop the vital negative emissions technology bioenergy with carbon capture and storage (BECCS) to come from domestic sources.

Drax Group's Chief Innovation Officer, Jason Shipstone, said: "If we can source some of Drax's sustainable biomass for our BECCS units from domestically grown energy crops, we could

further reduce our supply chain emissions at the same time as stimulating innovation within British farming.

"By encouraging British farmers to plant energy crops here in the UK, the agricultural sector can join the bioenergy industry, and support national efforts to address the climate crisis, driving down emissions and building back greener."

NFU Deputy President Stuart Roberts said: "There is a huge

opportunity for the growth of perennial energy crops in the UK, with large areas of suitable land potentially available for diversification into the growing of sustainable biomass for renewable energy generation. This would support the UK's decarbonisation plans as well as our own agricultural net zero ambition.

"By working with Drax Group, we can unlock this potential and ensure our farmers are ready to

take advantage of the opportunity energy crops create, one which will provide a boost to both farm businesses and the UK's climate credentials."

Drax Group plans to deploy the essential negative emissions technology BECCS in the 2020s, which could create the world's largest carbon capture power project, removing millions of tonnes of carbon dioxide from the atmosphere, supporting the UK's climate targets.

Decarbonise,
revitalise.



Discover how BECCS at Drax will protect and create jobs in the North at drax.com/BECCS

Carbon Capture | by drax

Pupils benefit from games area upgrade

Pupils at Riverside School will now be able to enjoy outdoor learning and exercise all year round thanks to upgrade works to the Multi Use Games Area (MUGA) at the school.

Works have taken place over the summer holidays to replace the old tarmac surface in the MUGA with a new, synthetic 3G surface and pupils were delighted to see the finished project when they returned to school earlier this month.

The upgrade means pupils can now safely use the area in all weathers as well as in PE classes, during break times and even for other outdoor learning activities.

The school's PE Coordinator, Chris Mansden said: "This was funded by a £17,000 grant from School Sports Premium. Converting the existing tarmac MUGA to a 3G synthetic surface will help us ensure that pupils get 60 minutes physical each day."

"This is especially important for pupils at Riverside as they often travel significant distances to attend school which makes after-school sport more difficult to access. It's so popular we have to have a rota to make sure every class gets a turn."

The area has also been put to good use by other subject teachers who have used the facility for outdoor and interactive classes.

Mr Mansden added: "Pupils have also really enjoyed learning maths, English and science skills through physically active lessons on the new MUGA."

ABOVE RIGHT: Riverside pupils making the most of the new 3G surface in the Multi Use Games Area (MUGA) at the school. (23-09-21 GT/EC)

RIGHT: Riverside school's MUGA has been upgraded thanks to a grant from School Sports Premium. (23-09-21 GT/EC)



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Selby Times

TODAY'S EDITION OF YOUR FAVOURITE WEEKLY NEWSPAPER IS INSIDE >>>>

Thursday, September 23rd, 2021 Issue 7893 85p

UK ENERGY CROP BOOST



Miscanthus field near Drax Power Station

World leader in sustainable bioenergy Drax Group is working with the National Farmers Union of England and Wales (NFU), to identify opportunities to increase perennial energy crop production in the UK, helping to meet the country's climate goals.

Drax and the NFU will develop a roadmap for boosting the UK market in perennial energy crops, helping to provide diversification opportunities for

British farmers. It will support Drax's ambition for some of the biomass needed for its plans to develop the vital negative emissions technology bioenergy with carbon capture and storage (BECCS) to come from domestic sources.

Drax Group's Chief Innovation Officer, Jason Shipstone, said: "If we can source some of Drax's sustainable biomass for our BECCS units from domestically grown energy crops, we could

further reduce our supply chain emissions at the same time as stimulating innovation within British farming.

"By encouraging British farmers to plant energy crops here in the UK, the agricultural sector can join the bioenergy industry, and support national efforts to address the climate crisis, driving down emissions and building back greener."

NFU Deputy President Stuart Roberts said: "There is a huge

opportunity for the growth of perennial energy crops in the UK, with large areas of suitable land potentially available for diversification into the growing of sustainable biomass for renewable energy generation. This would support the UK's decarbonisation plans as well as our own agricultural net zero ambition.

"By working with Drax Group, we can unlock this potential and ensure our farmers are ready to

take advantage of the opportunity energy crops create, one which will provide a boost to both farm businesses and the UK's climate credentials."

Drax Group plans to deploy the essential negative emissions technology BECCS in the 2020s, which could create the world's largest carbon capture power project, removing millions of tonnes of carbon dioxide from the atmosphere, supporting the UK's climate targets.

Decarbonise,
revitalise.

Discover how BECCS at Drax will protect and create jobs in the North at drax.com/BECCS

Carbon Capture | by drax

NEWS

'Picture This' Junior Photography Competition Winners



First Place: Curtis Rogers (Coastal Skimming)



Third Place: Aurora Haggitt (Tractor Line)

'PICTURE THIS' Withernsea held a Junior Photography competition over the Summer, and entrants were required to send in photos under the theme of titled 'East Yorkshire Coast'.

Commenting on the success of the competition 'Picture This' organisers told the Gazette that there was an amazing response with some fantastic entries, the age of the entrants ranged from 16 years old for the oldest and four years old for the youngest, most images were taken with mobile phones with some pretty amazing results.

After a hard judging process, the winners were announced as:

First Place: Curtis Rogers (Coastal Skimming)

Second Place: Enya Crosby (Withernsea Pier)

Third Place: Aurora Haggitt (Tractor Line).

A spokesperson for the club said: "Picture This" would like to thank our independent judges Paul, Jane & Andrea for judging, this was a very hard process for the judges but after a lot of deliberation they got there, I would also like to thank them for attending the presentation at Pier Towers Withernsea. Special thanks go to Goodwin For helping to sponsor the event and providing half the prize money along with 'Picture This', thanks also go to the 'Picture This' member for helping to make the event possible. Thanks to Paul from the Pier Tower association for displaying all the images. Finally, thanks must go to all the entrants, you all did a fantastic job."

The photos will now be available to see at Pier Towers every weekend they are open.



Second Place: Enya Crosby (Withernsea Pier)

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The pipelines are designed to connect to major emitters and power stations in the region, such as Drax, the new power station at Keadby, British Steel in Scunthorpe, Uniper's Killingholme site near Immingham and Equinor's proposals for hydrogen production at Saltend. The pipelines will continue to a landfill point on the Holderness coast. The onshore carbon dioxide pipeline will then connect to an offshore pipeline to

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News

Check-out plans for new store

By JAMIE WALLER

jwaller@scunthorpe.co.uk
@ScunthorpeLive

CO-OP is set to open a new store in Scunthorpe.

Plans are currently in the works for two retail units next to the Kingsway circle, along with a Starbucks drive-thru.

Co-operative Central England has applied for a licence to take over one of the new stores.

The proposed site off Lloyds Avenue in Scunthorpe used to be the site of the Kingsway House until it was demolished in 2010.

The plans by Almscliffe Dhesi Developments were submitted to North Lincolnshire Council in May and are still under consideration.

The other store is understood to be a Cooplands.

The licence would allow the Co-op to open from 7am to 10pm, Monday to Friday.

A total of 45 parking spaces would be created for the separate units, with access created onto the Kingsway from Lloyds Avenue.

The scheme attracted criticism

TWO RETAIL UNITS AND A STARBUCKS DRIVE-THRU UNDER CONSIDERATION



The new store will be built near the Kingsway circle, if it passes planning regulations.

when it was unveiled, with residents fearing that it could worsen traffic problems in the area.

They also pointed out that there were already existing vacant buildings.

One comment submitted to the planning website says: "The town

centre has so many empty units. We should be encouraging new businesses into those units, not building more away from the town centre.

"It will cause traffic chaos on an already busy main road and circle.

"The local residents already have a perfectly good row of shops at

Brumby Corner, there is no need for more."

They added the plans were "a blot on the landscape considering we have a beautiful park across the road."

Another said: "Access on and off the site would make residents' lives

awful. The road can not sustain more traffic.

"It is also unnecessary as we have enough shops. If the site was to be used by a café with on-site parking that wouldn't be too bad, but this will have a high traffic element which will add problems."

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News

Council leader defends decision to go ahead with Hull Fair

'SOMETIMES YOU HAVE TO TAKE DIFFICULT DECISIONS FOR THE GOOD OF THE CITY'

By **ANGUS YOUNG**
angus.young@scthpc.com
@angus_young61

THE leader of Hull City Council, Daren Hale, says he has "no apologies" for a decision by the authority to go ahead with Hull Fair.

The annual spectacle, which draws people from across northern Lincolnshire, will return next month after being cancelled last year because of the Covid-19 pandemic.

This year's Nottingham Goose Fair, which traditionally takes place before Hull Fair, has been cancelled for the second year running because of continuing concerns over Covid-19.

But Cllr Hale said staging Hull Fair was "the right thing to do". Speaking at Thursday's full council meeting, he also took a swipe at East Riding Council's director of public health Andy Kingdom, who recently said he was worried about large crowds gathering at the fairground with Covid-19 infection rates still high in the city.

Cllr Hale said: "I make no apologies for (going ahead with) Hull Fair. "I would also say to the East Riding's director of public health, stick to worrying about Bridlington beach and we will stick to worrying about Hull Fair."

Cllr Hale said he understood

some people would still be wary of attending this year's fair.

"Of course we are worried but ultimately you have got to make choices in life and this is the choice we have made," he said.

"People can make their own choices over whether they want to go or not but sometimes you have to take difficult decisions for the good of the city."

Opposition Liberal Democrat leader Councillor Mike Ross said some people would still be concerned about the return of the fair. He said: "We should not be flippant about people's concerns as life gets back to some kind of normal."



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Appendix H

Press release

Press release shared with local news outlets.

20 September 2021

News Release

Consultation launched on 'transformative' Humber low carbon pipeline project

Plans for a low carbon network of pipelines across the Humber region are unveiled today (20th September), as part of a major consultation process.

The Humber Low Carbon Pipelines project, which is being brought forward by National Grid Ventures, will connect to major emitters in order to help them accelerate their decarbonisation, protect existing jobs and create new jobs in low carbon technologies.

The project will involve two new regional pipelines to transport low carbon hydrogen and carbon dioxide captured through the carbon capture, usage and storage (CCUS) process to a landfill point on the Holderness coast before continuing offshore. It will connect major emitters including Drax, Keadby, British Steel, Killingholme and Saltend near Hull. The proposed plans for the network form part of the Zero Carbon Humber partnership.

By drawing on its existing expertise and infrastructure, the Humber can become the base for the UK's first net zero carbon industrial cluster, helping to create a cleaner environment for future generations whilst delivering thousands of jobs and export opportunities for businesses across the Yorkshire and Humber region.

The Government has set ambitious climate and energy targets for the UK, including reaching net zero by 2050. As the UK's largest industrial cluster, the Humber can play a critical role in helping the UK achieve these targets and attract investment in the region.

Andy Benjamin, Director of CCUS at National Grid Ventures said:

"The Humber has a long heritage in industry and power generation, providing the critical infrastructure that enables them to decarbonise helps retain key jobs on our collective pathway to decarbonisation. By working with partners from across the region, we are bringing forward transformative plans to help unlock the Humber's low carbon future.

With the launch of this first phase of consultation, we will be speaking to communities along the potential route to understand their views which will help to shape how we take the project forward."

The consultation seeks feedback on the potential routes of the pipelines and invites anyone to give their view on the project and the proposed route corridors.

For more information on the project and to take part in the consultation, please visit www.nationalgrid.com/humberpipelines. The consultation runs from the 20th of September until 22nd of October 2021. Further consultations are also scheduled to take place next year.

Anyone without internet access can also call the project team helpline on 0800 860 6255 or send correspondence via Freepost to: FREEPOST HLCF NATIONAL GRID

-ENDS-

Notes to editors

For more information, please contact:

Sonam Patel – National Grid

Sonam.patel@nationalgrid.com / 07971 030 775

The project

Our proposals are to create an onshore network of underground pipelines for the Humber region to transport captured carbon dioxide and hydrogen. Together, these pipelines will help the Humber region to decarbonise, supporting a low carbon future, the region's economy and the UK's vision for net zero by 2050.

Our proposed pipeline network will comprise two underground pipelines – one for carbon dioxide and the other for hydrogen.

The pipelines are intended to connect to major industrial emitters and power stations in the Humber region, such as Drax, the new power station at Keadby, British Steel in Scunthorpe, Uniper's Killingholme site near Immingham and Equinor's proposals for hydrogen production at Saltend.

The pipelines will continue to a landfall point on the Holderness coast. The onshore carbon dioxide pipeline will then connect to an offshore pipeline to the Endurance offshore storage location. There is also potential for the hydrogen pipeline to connect into SSE Thermal and Equinor's plans for a hydrogen storage facility at Aldbrough.

The project will also include a number of above ground installations and a tunnel under the River Humber.

Hydrogen could provide a clean source of fuel and heat for our homes, transport and industry. As set out in the [UK Hydrogen Strategy](#), the Government is aiming for 5GW of low carbon hydrogen production capacity by 2030.

Carbon capture, usage and storage (CCUS) technology will play a critical role in helping to achieve net zero by capturing carbon dioxide emissions and storing them safely. The UK is planning for several CCUS clusters over the next decade, capturing up to 10 million tonnes (Mt) of carbon dioxide per year by 2030. The Government's initial aim is to deploy CCUS in two industrial clusters by the mid-2020s.

For more information on the project, please visit www.nationalgrid.com/humberpipelines.

About National Grid:

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National Grid sits at the heart of Britain's energy system, connecting millions of people and businesses to the energy they use every day. Our individual companies run the systems and infrastructure that deliver gas and electricity across the country.

Appendix I

Stakeholders notified by email

Table 9.2 – Stakeholders notified by email – Members of Parliament

Member of Parliament	Constituency	Member of Parliament	Constituency
Graham Stuart MP	Beverley and Holderness	David Davis MP	Haltemprice and Howden
Andrew Percy MP	Brigg and Goole	Karl Turner MP	Kingston upon Hull East
Martin Vickers MP	Cleethorpes	Emma Hardy MP	Kingston upon Hull West and Hessle
Sir Edward Leigh MP	Gainsborough	Diana Johnson	Kingston upon Hull North
Holly Mumby-Croft MP	Scunthorpe	Lia Nici MP	Great Grimsby
Nigel Adams MP	Selby & Ainsty	Ed Miliband MP	Doncaster North
Sir Greg Knight MP	East Yorkshire		

Table 9.3 – Stakeholders notified by email – Local authorities

Local authorities			
East Riding of Yorkshire Council	Ryedale District Council	Nottinghamshire County Council	Barnsley Council
North Lincolnshire Council	City of York Council	Redcar and Cleveland Borough Council	Rotherham Metropolitan Borough Council
North Yorkshire County Council	Harrogate Borough Council	Middlesbrough Council	Norfolk County Council
Lincolnshire County Council	Leeds City Council	Stockton-on-Tees Borough Council	Cambridgeshire County Council
Selby District Council	Wakefield Metropolitan District Council	Darlington Borough Council	Peterborough City Council
West Lindsey District Council	Bassetlaw District Council	Durham County Council	Rutland County Council

North East Lincolnshire Council	East Lindsey District Council	Cumbria County Council	Leicestershire County Council
Doncaster Metropolitan District Council	North Kesteven District Council	Lancashire County Council	Northamptonshire County Council
Hull City Council	City of Lincoln Council	West Yorkshire Combined Authority	
Scarborough Borough Council	Newark and Sherwood District Council	Sheffield City Council	

Table 9.4 – Stakeholders notified by email – Parish Councils

Parish Councils			
Aldbrough Parish Council	East Butterwick Parish Council	Keyingham Parish Council	Skeffling Parish Council
Amcotts Parish Council	East Garton Parish Council	Long Drax Parish Council	Sproatley Parish Council
Appleby Parish Council	East Halton Parish Council	Luddington & Haldenby Parish Council	Sunk Island Parish Council
Barlow Parish Council	Eastoft Parish Council	Melton Ross Parish Council	Swinefleet Parish Council
Barnetby Le Wold Parish Council	Elsham Parish Council	Newland Parish Council	Thorngumbald Parish Council
Belton Parish Council	Flixborough Parish Council	North Killingholme Parish Council	Thornton Curtis Parish Council
Bilton Parish Council	Goole Parish Council	Ottringham Parish Council	Twin Rivers Parish Council
Bonby Parish Council	Goole Fields Parish Council	Patrington Parish Council	Ucleby Parish Council
Burringham Parish Council	Goxhill Parish Council	Paull Parish Council	Welwick Parish Council
Burstwick Parish Council	Halsham Parish Council	Preston Parish Council	West Butterwick Parish Council
Burton Pidsea Parish Council	Hedon Parish Council	Reedness Parish Council	West Halton and Coleby Parish Council
Burton Upton Stather Parish Council	Hemingbrough Parish Council	Rimswell Parish Council	Winterton Parish Council

Crowle & Ealand Parish Council	Hollym Parish Council	Roos Parish Council	Wootton Parish Council
Kirmington and Croxton Parish Council	Holmpton Parish Council	Roxby cum Risby Parish Council	Worlaby Parish Council
Drax Parish Council	Humbleton Parish Council	Saxby All Saints Parish Council	Wrawby Parish Council
Easington Parish Council	Keadby with Althorpe Parish Council	Scawby Parish Council	

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