

Viking CCS pipeline

# Preliminary Environmental Information Report Volume II

Main PEIR

Applicant: Chrysoar Production (U.K.) Limited,  
a Harbour Energy Company

PINS Reference: EN070008

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Chapter 4

# Consultation



**Table of Contents**

4 Consultation .....4-1

4.1 Introduction..... 4-1

4.2 DCO Consultation Requirements..... 4-1

4.3 Stakeholder Engagement ..... 4-2

4.4 Non-Statutory Consultation..... 4-2

4.5 Statutory Consultation..... 4-13

4.6 References ..... 4-13

**Tables**

Table 4-1: Non-Statutory Consultation feedback received of relevance to the EIA . 4-4

## 4 Consultation

### 4.1 Introduction

- 4.1.1 Effective stakeholder engagement and consultation is intrinsic to the Planning Act 2008 (Ref 4-1) consenting regime and is considered to be fundamental to the success of the Viking CCS Pipeline project (hereafter referred to as ‘the Project’). This chapter of the Preliminary Environmental Information Report (PEIR) explains the Development Consent Order (DCO) consultation requirements, stakeholder engagement to date, the Non-Statutory Consultation, and the Statutory Consultation.
- 4.1.2 The process of consultation is critical to the development of a comprehensive and proportionate ES. The views of statutory and non-statutory consultees serve to focus the environmental studies and to identify specific issues that require further investigation.
- 4.1.3 In the context of Environmental Impact Assessment, consultation enables mitigation measures to be identified and agreed with stakeholders and then incorporated into the Project design, thereby reducing adverse effects and enhancing environmental benefits.
- 4.1.4 The Project has a wide range of stakeholders (including landowners, statutory/prescribed consultees, local communities and specialist interest groups) with differing interests that will require varied levels of consultation. Specific communication activities therefore need to be focussed to meet the needs of individuals and groups. This requires an understanding of the stakeholders and their interests in the Project.
- 4.1.5 Stakeholder engagement for the Project is based on the following core principles:
- Early and ongoing engagement to inform and influence the design process;
  - Seeking feedback through the iterative design process and taking this feedback into consideration;
  - Building of long-term relationships with key stakeholders throughout the different stages of the Project to help better understand their views;
  - Where possible and practicable, ensuring concerns are addressed; and
  - Ensuring appropriate statutory consultation is undertaken in compliance with requirements of the Planning Act 2008 (Ref 4-1), EIA Regulations (Ref 4-2) and associated guidance.

### 4.2 DCO Consultation Requirements

- 4.2.1 The DCO process has several statutory requirements regarding consultation. These requirements stipulate that certain statutory/prescribed consultees and the community must be consulted as part of the pre-application process, as set out in Regulation 13 of the EIA Regulations (Ref 4-2) Sections 42, 47, 48 and 49 of the Planning Act 2008 (Ref 4-1) and the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 as follows:
- Section 42 requires the applicant to consult with ‘prescribed persons,’ which includes certain consultation bodies such as the Environment Agency, Marine Management Organisation and Natural England, relevant statutory undertakers, relevant local authorities, those with an interest in the land, as well as those who may be affected by the development;

- Section 47 requires the applicant to consult with the local community on the development. Prior to this, the applicant must agree a Statement of Community Consultation (SoCC) with the relevant local authorities. The SoCC must set out the proposed community consultation and, once agreed with the relevant local authorities, a notice must be published in local newspapers circulating within the vicinity of the land in question. The consultation must then be undertaken in accordance with the final SoCC;
- Section 48 places a duty on the applicant to publicise the proposed application in the 'prescribed manner' in a national newspaper, The London Gazette, and one or more local newspapers circulating within the vicinity of the land; and
- Section 49 places a duty on the applicant to take account of any relevant responses received to the consultation and publicity that is required by Sections 42, 47 and 48.

### 4.3 Stakeholder Engagement

4.3.1 The Applicant commenced engagement activities in 2021, where it held initial meetings with National Grid on 21 July 2021 and with Lincolnshire County Council on 26 November 2021.

4.3.2 A series of introductory meetings were also held with several key stakeholders and Local Planning Authorities between December 2021 and April 2022. These included:

- The Planning Inspectorate;
- Lincolnshire County Council;
- North Lincolnshire Council;
- North East Lincolnshire Council;
- East Lindsey District Council;
- West Lindsey District Council;
- Natural England;
- Environment Agency;
- Historic England; and
- Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) Conservation Board.

4.3.3 Feedback from early stakeholder engagement has been reviewed on an ongoing basis by the Project team and, where appropriate, considered for further investigation to inform the ongoing design of the Project.

### 4.4 Non-Statutory Consultation

4.4.1 The applicant acknowledges that undertaking effective consultation is critical to the overall success of the Project. As a result, two separate phases of Non-Statutory Consultation were undertaken. The first was held for six weeks, from Tuesday 26 April to Tuesday 7 June 2022, whilst a second phase was held from Thursday 8 September to Thursday 6 October 2022.

4.4.2 This first phase of consultation introduced the Project, and sought feedback from members of the public, impacted landowners and key project stakeholders on the initial pipeline corridor, spanning from Immingham industrial site to the former Theddlethorpe Gas Terminal. The second phase focussed on those areas where the pipeline corridor had been amended as the Project design had progressed.

- 4.4.3 The consultation utilised a hybrid approach, consisting of both in-person and online public engagement. A range of consultation materials were developed to present the Project information and were made available to view both online and in-person. The Project website provided background to the Project and the proposed route corridor, the Project vision, information about the Applicant and consultation timescales and events. The consultation brochure and project Frequency Asked Questions (FAQs) were available to download and there was a link to complete the feedback form online or download a copy to complete.
- 4.4.4 Five community drop-in events were held during the first Non-Statutory Consultation over the first two weeks of the consultation period, from 26 April to 5 May 2022. The events were located in venues selected due to their proximity to the Project. These included:
- Best Western Oaklands Hall Hotel;
  - Ashbourne Hotel;
  - North Thoresby Village Hall;
  - Theddlethorpe Village Hall; and
  - Grimoldby and Manby Village Hall.
- 4.4.5 Two additional drop-in events were held during the second Non-Statutory Consultation on 13 and 14 September 2022 at:
- Healing Manor Hotel; and
  - The Brackenborough Hotel.
- 4.4.6 The response form sought a range of feedback, including specific aspects of the proposal and detailed comments. In total, the Non-Statutory Consultation received 88 survey responses. Analysis revealed that 49% (out of the 87 people who responded to the question) supported Harbour Energy's efforts to decarbonise industry by building carbon capture infrastructure in the area, whereas only 7% of participants were opposed.
- 4.4.7 A total of five emails containing specific feedback to the consultation were received over the consultation period. These were analysed separately to the responses received via the response form.
- 4.4.8 The feedback received via the response form and emails of relevance to the EIA is presented in **Table 4-1**. This table also provides an overview of responses from the Project Team and includes a narrative where appropriate about how the comment was considered as the design of the Project evolved.
- 4.4.9 In October 2022, the V Net Zero Pipeline Project changed its name to the Viking CCS pipeline to better reflect the strength of the Project's carbon capture and storage capabilities. Both the first non-statutory consultation and further non-statutory consultation were conducted prior to the name change; therefore, the Project Team responses refer to the Project as the V Net Zero pipeline to reflect the project branding at the time of consultation. The rest of the PEIR, as well as the other documentation available during the Statutory Consultation, refers to the Project as 'Viking CCS Pipeline.'

**Table 4-1: Non-Statutory Consultation feedback received of relevance to the EIA**

Feedback Received	Project Team Response
<i>Feedback received via feedback form</i>	
<p>Displayed interest in industrial decarbonisation.</p>	<p>Harbour Energy's V Net Zero CO<sub>2</sub> Transportation and Storage project aims to capture and transport 10 million tonnes of carbon dioxide.</p> <p>Preventing the release of carbon dioxide to the atmosphere will help the UK Government meet their target of achieving net zero carbon by 2050 and contribute to the worldwide efforts to keep global climate temperature rise to below 1.5 degrees.</p>
<p>Expressed interest as a local archaeologist, in terms of preserving and recording archaeological sites along the pipeline corridor.</p>	<p>An assessment of the Project's potential impact on the historical environment, including archaeological remains, historic buildings and historic landscape character has been undertaken as part of the production of the PEIR and will continue to be assessed up to submission of the Environmental Statement with the DCO application. Engagement has also been undertaken, and will continue with historic environment stakeholders, including Historic England, local planning archaeologists and conservation officers during the EIA process to discuss findings and agree appropriate mitigation measures to minimise impacts wherever possible.</p> <p>Initial findings regarding the potential impacts on cultural heritage, along with mitigation proposed to reduce these effects, will be reported in the PEIR that will be published at the start of the statutory consultation.</p>
<p>Comment requested the benefits of the Project were considered across the whole lifecycle of the project, including construction, decommissioning and removal.</p>	<p>The Project will deliver several benefits, including the creation of opportunities for the Humber region, including protection of existing high-quality jobs and skills training whilst attracting new industries and low carbon technology led investment. The V Net Zero pipeline project, and partners in the Immingham Industrial Cluster, plan to capture, transport and store 10 million tonnes of CO<sub>2</sub> a year. This will contribute towards tackling climate change and safeguard industry by reducing the amount of CO<sub>2</sub> released into the atmosphere from industry and enabling a longer-term sustainable energy transition.</p> <p>A preliminary assessment of the impacts associated with the construction, operational and decommissioning phases of the Project is included within the PEIR, and a further detailed assessment will be included in the Environmental Statement which will be prepared in 2023.</p>



Feedback Received	Project Team Response
<p>Comments referenced existing pipelines, including that the proposed pipeline duplicates Uniper’s existing pipeline. Disappointment was expressed that onshore infrastructure could not be re-used.</p>	<p>Harbour Energy has investigated the existing pipeline infrastructure within the area; however, they are not suitable to transport carbon dioxide, nor at the required capacity, and this includes the Uniper 20-inch pipeline.</p>
<p>Feedback felt that the pipeline was essential to improving the environment, decarbonising industry, and reducing pollution in the Humber and North Lincolnshire area.</p> <p>A further comment expressed support for any proposed venture that halted climate change, so long as it is done safely, cost effectively and with minimal environmental impacts.</p>	<p>The V Net Zero CO<sub>2</sub> Transportation and Storage project will contribute towards tackling climate change through the carbon capture and storage process, through capturing, transporting and storing 10 million tonnes of carbon dioxide each year. In addition to this, the project is proposing to achieve a 10 percent net increase in local biodiversity as part of the project.</p> <p>Preventing the release of carbon dioxide to the atmosphere will help the UK Government meet their target of achieving net zero carbon by 2050 and contribute to the worldwide efforts to keep global climate temperature rise to below 1.5 degrees.</p>
<p>Feedback expressed concerns over the potential wider impacts of the Project on local communities, including daily disruption for residents, housing devaluation and mental wellbeing.</p> <p>Concern over disruption for wildlife and rural areas was also noted.</p>	<p>Mitigation measures will be put in place to ensure that any effects on residents are appropriately managed in line with best practice guidelines. During construction, Harbour Energy will maintain best practice on site and through overall management of the project in accordance with the Draft CEMP, a preliminary draft of which is included in the PEIR Volume IV and will be available to read at statutory consultation. This will ensure that Harbour Energy will carefully control activities that could cause dust, noise and vibration, and manage any impacts on wildlife.</p> <p>Further information on the potential impacts of project on local communities will be available at the statutory consultation in late 2022.</p>
<p>A comment suggested that carbon capture technology had not yet been proven.</p> <p>A further comment noted the risk of the project encouraging more CO<sub>2</sub> production from industry</p>	<p>The process of transporting CO<sub>2</sub> in pipeline has been established for decades. Harbour Energy’s V Net Zero CO<sub>2</sub> Transportation and Storage project aims to transport 10 million tonnes of carbon dioxide per year. The proposed V Net Zero pipeline will be fully compliant with all current design codes (including the Pipeline Safety Regulation 1996 and PD8010 Code of Practice for Pipelines – Part 1 Steel Pipelines on Land.</p>



Feedback Received	Project Team Response
<p>and the decarbonisation process should involve less CO<sub>2</sub> production overall.</p>	<p>Carbon capture, transportation and storage is seen as a transitional technology that will help protect skilled jobs within the region. It is one component of a set of solutions needed to meet the UK government’s net zero targets, with renewable energy, electric vehicles and hydrogen also playing key roles.</p>
<p>Feedback shared concerns relating to impacts on agricultural land, including the long-term impact on drainage systems and business implications as a result. It was requested that specialist contractors reinstate the drainage to avoid leaving a negative legacy on business and landowners as they felt re-instated drainage of agricultural land would not reach optimum levels post-pipeline construction.</p> <p>Concerns around the disruption to drainage on Pickhill Lane were raised as well as the potential implications for construction.</p>	<p>Harbour Energy will apply best practice when reinstating agricultural land, including to ensure drainage systems are restored effectively.</p> <p>Soil excavation, storage and re-instatement will be undertaken following best practice, including DEFRA soil handling guidelines. Land drainage will also be reinstated to its original standard and topsoil will be restored. The minimum cover from the top of the pipe to ground level will be 1.2m.</p> <p>Harbour Energy will work closely with landowners as the design of the project develops with the aim of managing any effects on farmland and associated practices. A local drainage specialist will also be contracted to work with landowners to ensure an optimum solution is identified for all parties, both for construction stage drainage and drainage reinstatement.</p>
<p>Feedback stressed the importance of preventing disturbance to ecosystems, including the Lincolnshire Wolds AONB and local woodlands in Grimoldby Ings that provides habitat for local wildlife.</p> <p>The importance of researching and preserving chalk streams was also noted, such as the Waithe Beck.</p>	<p>An assessment of the project's likely significant effects on surface water environments has been undertaken as part of the production of the PEIR and will continue to be assessed and reported in an Environmental Statement that will be submitted with the DCO application. Engagement has also been undertaken and will continue with environmental stakeholders such as the Environment Agency, Natural England, local planning authorities and statutory undertakers to discuss potential impacts and mitigation measures.</p> <p>The pipeline corridor has been routed to avoid environmentally sensitive areas, including those with nature conservation interest. The exact proposals for each crossing point have not yet been finalised but currently, for all major waterways and canals it is anticipated that a 'trenchless' technique will be used to install the pipeline.</p> <p>Initial findings regarding the potential environmental</p>

Feedback Received	Project Team Response
	<p>effects of the project, along with mitigation proposed to reduce these effects, will be reported in the PEIR that will be published at the start of the statutory consultation in late 2022. A crossing schedule for waterways will also be produced and will be available to read in Appendix IV of the PEIR.</p>
<p>The original corridor was preferred by one respondent, due to the presence of an existing water pipeline from Covenham Reservoir that crosses Pickhill Lane and concerns around disruption to drainage in Pickhill.</p> <p>It was suggested the pipeline should cross Pickhill Lane over the arable land between Pickhill Farm and Corner Farm.</p>	<p>Where possible, the pipeline corridor has been routed to avoid environmentally sensitive areas, with consideration to ecology and biodiversity. An EIA is being undertaken to identify any potential environmental effects and to avoid them where possible. Initial findings regarding the potential environmental effects of the project, along with mitigation proposed to reduce these effects, will be reported in the PEIR that will be published at the start of the statutory consultation. Feedback received at the statutory consultation will be considered as the detailed design of the project develops.</p> <p>The PEIR will present an overview and assessment of impacts which have the potential to lead to significant adverse effects. These impacts will be further assessed as the EIA progresses, and the final assessment presented within the ES, which will be submitted with the DCO application.</p> <p>Harbour Energy is working closely with regulatory bodies as well as the Health and Safety Executive on risk management and safety management systems and all crossing points with existing cables will be planned and constructed appropriately, through discussions with the relevant statutory undertakers.</p> <p>In terms of drainage, soil excavation, storage and re-instatement will be undertaken following best practice, including DEFRA soil handling guidelines. Land drainage will also be reinstated to its original standard and topsoil will be restored. The minimum cover from the top of the pipe to ground level will be 1.2m. Harbour Energy will work closely with landowners as the design of the project develops to mitigate impacts to farm operations and business viability as far as is practicable.</p>
<p>Concerns were raised regarding high velocity winds carrying noise and dust close to residents.</p>	<p>Regarding impacts associated with noise and dust, during construction, Harbour Energy will maintain best practice on site and through overall management of the project in accordance with the draft CEMP, a preliminary draft of which is included in the PEIR Volume IV and will be included within the ES. This ensures that Harbour</p>

Feedback Received	Project Team Response
	<p>Energy will carefully control activities that could cause dust, noise and vibration, and manage any impacts.</p>
<p>Requested the pipeline avoids the AONB and requested it is re-routed to the North and East of Aylesby and Laceby as this route would have a reduced population density.</p>	<p>The route of the pipeline in this location was considered very carefully and an option to route outside of the AONB was considered, however the proximity to communities, a housing allocation in the local plan, and the planning application for a large solar farm meant that this was not taken forward as a preferred option.</p> <p>The project has therefore had to enter the AONB for a minimal amount of the route, and once installed the land and vegetation will be returned to its original state.</p>
<p>A coastal route was suggested, noting this would provide less restrictions such as political, landowners, archaeology or law and it would incur a shorter distance.</p>	<p>In the routing phase, several restrictions were identified which prevent the V Net Zero pipeline from being routed offshore. This included the presence of the major shipping and anchoring channel to the north, an active Ministry of Defence site and protected environmental areas.</p>
<p>Comments noted the presence of archaeological features along the route, including Wellbeck Hill Anglo-Saxon Cemetery. A comment also noted that the proposed corridor from Keelby to Alvingham may impact the Roman coastal defences.</p> <p>It was requested that the archaeological features are monitored.</p>	<p>An assessment of the project's potential impact on the historical environment, including archaeological remains, historic buildings and historic landscape character has been undertaken as part of the production of the PEIR and will continue to be assessed up to submission of the Environmental Statement with the DCO application.</p> <p>Engagement has also been undertaken, and will continue with historic environment stakeholders, including Historic England, local planning archaeologists and conservation officers during the EIA process to discuss findings and agree appropriate mitigation measures to minimise impacts wherever possible.</p>
<p>The original route was preferred due to being further away from Brackenborough Hall, scheduled monument, designated parklands, nature reserves and Brackenborough medieval village.</p>	<p>Based on the feedback received in the spring 2022 consultation, as well as further technical work undertaken by the project team, the corridor was updated, including a revised corridor in the vicinity of Yarborough, Alvingham and Covenham St Mary, including The Thomas Centre. Where possible, the pipeline corridor has also been routed to avoid environmentally sensitive areas, ecology, and biodiversity where possible.</p> <p>The PEIR will present an overview and assessment of impacts which have the potential to lead to significant adverse effects. These impacts will be further assessed as the EIA progresses, and the final assessment</p>

Feedback Received	Project Team Response
	presented within the ES, which will be submitted with the DCO application.
Request to consider donating to Lincolnshire Wildlife Trust.	The suggestion for a donation to Lincolnshire Wildlife Trust has been noted by the project team and will be considered as the project progresses.
<p>Several requests to reinstate agricultural land to a high standard following construction, including requests for drainage systems to be restored by specialist contractors.</p> <p>Comments also suggested that drainage systems should be correctly aligned during the routing of the pipeline, including avoiding placement diagonally across fields.</p> <p>Request that above ground infrastructure is not left in agricultural fields which could potentially reduce their viability.</p>	<p>Soil excavation, storage and re-instatement will be undertaken following best practice, including DEFRA soil handling guidelines. Land drainage will also be reinstated to its original standard and topsoil will be restored. A local drainage specialist will also be contracted to work with landowners to ensure an optimum solution is identified for all parties, both for construction stage drainage and drainage reinstatement. The minimum cover from the top of the pipe to ground level will be 1.2m.</p> <p>Harbour Energy will work closely with landowners as the design of the project develops to mitigate impacts to farm operations and business viability as far as is practicable. Above ground elements of permanent infrastructure will include where the pipeline connects at Immingham and Theddlethorpe. There will also be three Block Valve Stations located along the route. There will be marker posts either side of road crossings, but there will be no above ground features within fields, other than the three block valve stations. More information on above ground infrastructure will be available at the statutory consultation in late 2022.</p>
<p>Request for disturbance to local villages to be minimised.</p> <p>Information was requested on the methods of construction and the mitigation of existing infrastructure.</p>	<p>During construction, Harbour Energy will maintain best practice on site and through overall management of the project in accordance with the draft CEMP, a preliminary draft of which is included in the PEIR Volume IV and will be included within the ES. This ensures that Harbour Energy will carefully control activities that could cause dust, noise and vibration, and manage any impacts. Mitigation measures will be put in place to ensure that any effects on residents are appropriately managed in line with best practice guidelines. More information on the potential impacts of the scheme will be available at the statutory consultation in late 2022.</p>
Requested that the streams and becks in the area are investigated.	<p>An assessment of the project's likely significant effects on surface water environments has been undertaken as part of the production of the PEIR and will continue to be assessed and reported in an Environmental Statement that will be submitted with the DCO application.</p> <p>Engagement has also been undertaken and will continue with environmental stakeholders such as the Environment Agency, local planning authorities and</p>

Feedback Received	Project Team Response
	<p>statutory undertakers to discuss the potential impacts and determine mitigation measures.</p> <p>The pipeline corridor has been routed to avoid environmentally sensitive areas, including those with nature conservation interest. The exact proposals for each crossing point have not yet been finalised but currently, for all major waterways and canals it is anticipated that a 'trenchless' technique will be used to install the pipeline.</p> <p>Initial findings regarding the potential environmental effects of the project, along with mitigation proposed to reduce these effects, will be reported in the PEIR that will be published at the start of the statutory consultation in late 2022. A crossing schedule for waterways will also be produced and will be available to read in Appendix IV of the PEIR.</p>
<p>Requested that there are no logistical sites near to Ashby-cum-Fenby as the rural infrastructure is unable to support heavy vehicles and machinery during construction.</p> <p>Request that construction is conducted in managed sections to avoid local disruption, including noise, pollution and visual impacts.</p>	<p>This feedback on the route near to Ashby-cum-Fenby will be considered by the project team.</p> <p>A Construction Environmental Management Plan (CEMP) will be developed to help limit disruption to local roads during construction. The CEMP will ensure that throughout the construction period we carefully control activities that may cause dust, noise and vibration, and manage any potential impacts.</p> <p>We anticipate construction will last for approximately one year. Some aspects like laying the pipeline will be relatively quick compared to other elements. A detailed programme will aim to limit the amount of time each specific location is affected by construction.</p> <p>Details of proposed construction compounds and roads to be used for access will be made available at the statutory consultation planned for later in 2022.</p>
<p>Request for a local archaeological advisor to be appointed and that the local communities continue to be consulted and engaged with, even following permission being granted.</p>	<p>This response has been noted by the project team and will be considered as the project design progresses. Historic England, local planning archaeologists and conservation officers have been engaged with during the EIA and PEIR to discuss the findings of an assessment of the project's impact on cultural heritage, including archaeological remains, historic buildings and historic landscape character.</p> <p>Further information on potential impacts on cultural</p>



Feedback Received	Project Team Response
	<p>heritage and archaeology, including mitigation measures will be available to read in the PEIR. The Report will include a chapter on the Historic Environment.</p> <p>Harbour Energy will ensure local communities remain informed of upcoming works and can be contacted using the communication channels, outlined on the project website and on social media.</p>
<p>Advised of wildlife sightings in Laceby, including the presence of buzzards, deer, badgers and barn owls.</p>	<p>This observation has been noted. The PEIR details our assessment of the project's effects on ecology and biodiversity.</p> <p>We are continuing to develop our Environmental Impact Assessment and the findings will be presented in an Environmental Statement, as part of the DCO application. The Applicant is committed to making a positive contribution to biodiversity net gain and additional details will be included within the ES.</p>
<i>Feedback received via email</i>	
<p>This comment questioned whether construction traffic route data and expected density would be made available for public comment.</p>	<p>A preliminary assessment of potential traffic and transport impacts will be included in the PEIR to facilitate community engagement and suggestions. This will be updated as the project develops and the final version, including any necessary mitigation, will be included in the final Environmental Statement, and Traffic Management Plan.</p> <p>If the project is consented, we will also make sure people are aware of our construction plans and any related traffic management.</p>
<i>Feedback received via letter</i>	
<p>It was informed that potential stress and mental health problems could be created due to the pipeline being located across a landowner's land. Within this letter, it was also advised that the pipeline could impact their family livelihood as small farmers and have economic impacts.</p> <p>Concern was raised around the negative impact of an existing project (Sewage</p>	<p>Land used during construction of the pipeline will be returned to its previous use, with excavated material and topsoil carefully replaced. Soil excavation, storage and re-instatement will be undertaken following best practice, including DEFRA soil handling guidelines. Land drainage will also be reinstated to its original standard. The minimum cover from the top of the pipe to ground level will be 1.2m.</p> <p>Harbour Energy will work closely with landowners as the design of the project develops to mitigate impacts to farm operations and business viability as far as is practicable.</p>

Feedback Received	Project Team Response
<p>Works Project at North Cockerington), on farmland as the respondent felt it created long-lasting impacts.</p>	
<p>One comment referenced a 45-degree angle from Alvingham to Louth Road where the corridor crossed their land and suggested this should be removed to provide a direct route and avoid any impact on local businesses and Brackenborough Wood.</p>	<p>This response has been noted by the project team and will be considered as the project design progresses.</p> <p>The PEIR details our assessment of the project's environmental effects, including ecology and biodiversity. The Applicant is committed to making a positive contribution to biodiversity net gain and additional details will be included within the ES. The Environmental Statement, part of the DCO application, will set out plans to achieve this.</p>
<p>A concern was raised on the use of carbon capture as the respondent felt the technology is not yet proven to be viable.</p> <p>It was suggested that the money used to fund the project could be better spent on reducing emissions by investing in green technology and better insulation.</p>	<p>Carbon capture, transportation and storage is seen as a transitional technology that will help protect skilled jobs within the region. It is one component of a set of solutions needed to meet the UK government's net zero targets, with renewable energy, electric vehicles and hydrogen also playing key roles.</p>
<p>The total carbon footprint of the project was questioned, including the manufacture, construction, maintenance and decommissioning.</p>	<p>A preliminary greenhouse gas assessment has been prepared and will be reported in the PEIR which will be available at the statutory consultation. The emissions related to the various stages of the project are very small compared to the proposed storage potential of the wider project.</p>
<p>A question raised asked whether the project would affect ground water in any way, particularly the presence of boreholes in the Grimoldby area.</p>	<p>An assessment of the project's likely significant effects on surface water environments has been undertaken as part of the production of the Environmental Impact Assessment. Engagement has also been undertaken, and will continue with environmental stakeholders such as the Environment Agency, Natural England, local planning authorities and statutory undertakers to discuss potential impacts and mitigation measures.</p> <p>Initial findings regarding the potential impacts on water environments, along with mitigation proposed to reduce these effects, will be reported in the PEIR that will be published at the start of the statutory consultation in late 2022.</p>



## 4.5 Statutory Consultation

- 4.5.1 Statutory Consultation on the Project is being undertaken over a nine-week period, commencing 22 November 2022 and ending on 24 January 2023, which consists of the statutory consultation pursuant to the Planning Act 2008 (Ref 4-1) and EIA Regulations (Ref 4-2) including consultation on the PEIR (this report).
- 4.5.2 Methods of engagement that are being undertaken as part of the Statutory Consultation include the following:
- In-person events, at which members of the community can interact directly with members of the Project team;
  - Virtual Consultation Room (VCR), an interactive web-based tool which aims to complement in-person event;
  - An online webinar, where members of the community can ask the Project Team questions;
  - Publication of the following documents online and made available in the local area; a consultation brochure, FAQ document, response form, maps, the Non-Statutory Consultation Report, and the PEIR (this report);
  - Notices in a local newspapers and posters in community locations; and
  - Engagement with local authorities and elected members.
- 4.5.3 Consultation is also being undertaken with prescribed stakeholder bodies and affected landowners, in accordance with Sections 42 and 48 of the Planning Act 2008 (Ref 4-1) and Regulation 13 of the EIA Regulations (Ref 4-2). Topic specific technical and procedural consultation is continuing throughout the EIA process.
- 4.5.4 All responses received during this Statutory Consultation will be carefully considered in the design evolution of the Project in accordance with Section 49 of the Planning Act 2008 (Ref 4-1). Details of any responses received during consultation and the account taken of those responses will be included in a Consultation Report. This Consultation Report will be submitted with the DCO application in 2023 and will be available for public review once the application is accepted.
- 4.5.5 The Consultation Report will demonstrate how the Applicant has complied with the consultation requirements of the Planning Act 2008 (Ref 4-1) and EIA Regulations (Ref 4-2) and will be considered by the SoS when determining whether to accept the application, and then in examining the application.
- 4.5.6 A summary of the consultation undertaken will be included within the ES and technical consultation will be summarised within the individual technical chapters. In addition, the Applicant will aim to agree Statements of Common Ground with key stakeholders to set out matters that have been agreed during the pre-application period.

## 4.6 References

**Ref 4-1** Planning Act 2008. Available at:

<https://www.legislation.gov.uk/ukpga/2008/29/contents>

**Ref 4-2** The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: <https://www.legislation.gov.uk/uksi/2017/572/contents/made>

**Ref 4-3** Department of Energy and Climate Change (2011). Overarching National Policy Statement for Energy (EN-1). Available at:

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**Ref 4-4** Department of Energy and Climate Change (2011). National Policy Statement for Gas Supply Infrastructure and Gas and Oil Pipelines. Available at:

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**Ref 4-5** Department for Business, Energy & Industrial Strategy (BEIS) (2021). Draft Overarching National Policy Statement for Energy (EN1). Available at:

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