

Viking CCS pipeline
**Non-Statutory
Consultation
Report**

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a Harbour Energy Company

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1. Executive summary

- 1.1.1 This consultation report provides an overview of the stakeholder and community engagement and consultation activities undertaken by Harbour Energy between early 2021 and mid-late 2022, to inform proposals for the Viking CCS pipeline (see Section 1.2 on name change): a new 55km pipeline between the Immingham and Theddlethorpe. The project is classed as a Nationally Significant Infrastructure Project (NSIP) and therefore requires a Development Consent Order (DCO) to be granted for it to be built.
- 1.1.2 Non-statutory consultation took place over two defined periods, with an initial non-statutory consultation during spring 2022 and a further non-statutory consultation conducted during autumn 2022 (see section 8).
- 1.1.3 This section provides a summary of the content covered within the body of the report, the methods of engagement used, and the key feedback received throughout the formal consultation periods.

1.2 Project name change

- 1.2.1 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, this consultation report will refer to the project as the V Net Zero pipeline to reflect the project branding at the time of consultation. Future project documentation will refer to the project as 'Viking CCS pipeline.'

1.3 Engagement and consultation overview

- 1.3.1 Constructive and targeted early engagement with technical stakeholders has been vital to informing the development of the project. Early engagement on the project commenced throughout 2021. This included a series of initial meetings with National Grid and Lincolnshire County Council, followed by a series of introductory meetings with key stakeholders and impacted local planning authorities between December 2021 and March 2022.
- 1.3.2 A six-week non-statutory public consultation took place between 26 April and 7 June 2022. Based on the feedback received from the spring consultation, as well as further technical work conducted by the project, the pipeline corridor was updated in several places along the route. As a result, a further non-statutory consultation took place for 4 weeks between 8 September to 6 October 2022. Both rounds of consultation included in-person consultation events and a Virtual Consultation Room (VCR). The VCR hosted consultation materials and a response survey, which meant consultees could share their feedback by completing a hard copy response form at an event, virtually or via freepost and email.
- 1.3.3 Feedback received throughout the non-statutory consultation was gathered and analysed following the conclusion of the consultation period. Where possible, this will be used to inform the ongoing design of the project.
- 1.3.4 Throughout the six-week consultation period, 52 survey responses were received. Of these responses, 65% (of the 51 people who responded to the question) supported Harbour Energy's efforts to decarbonise industry by building carbon capture infrastructure in the area, whereas only 8% of respondents were opposed. The majority of respondents understood the project rationale and 92% (of the 51 people who responded to the question)

understood the reasons behind the proposed V Net Zero pipeline project. An additional three responses were submitted via email.

- 1.3.5 Another 36 survey responses were received during the 4-week further non-statutory consultation period. Of these responses, 56% supported Harbour Energy's efforts to decarbonise industry by building carbon capture infrastructure in the area, whilst 11% of respondents were opposed. 100% of respondents understood the rationale behind the project. A further two responses were submitted by email and two by letter.

1.4 Next steps

- 1.4.1 Following the close of the further non-statutory consultation on 6 October 2022 and the consideration of feedback received, a statutory consultation will be held in late 2022. This will be an opportunity for members of the public and statutory stakeholders to provide feedback on a refined preferred pipeline route.
- 1.4.2 A DCO application is anticipated to be submitted in 2023, and a decision on whether consent will be provided is expected in 2024. Should consent be received, it is anticipated that construction work would begin in 2025 and last for two years.
- 1.4.3 Ahead of construction work commencing, Harbour Energy will aim to keep members of the public in the vicinity of the pipeline construction corridor, impacted landowners, and road users informed of the details of construction. This will allow communities to plan for any disruption.

2. Introduction

2.1 Consultation and engagement approach

- 2.1.1 Consultation on the plans for the V Net Zero pipeline is being conducted in a phased approach. The first phase of consultation consisted of the non-statutory consultation which was held for six weeks, from **Tuesday 26 April to Tuesday 7 June 2022**. This non-statutory consultation was supplemented by a further non-statutory consultation between **8 September to 6 October 2022** following several route changes. The second phase of consultation will consist of a statutory consultation in late 2022, which will last for nine weeks.
- 2.1.2 The non-statutory consultation sought feedback from members of the public, impacted landowners and project stakeholders on the initial pipeline corridor, spanning from the Immingham industrial site to the former Theddlethorpe Gas Terminal (TGT).
- 2.1.3 A hybrid approach to consultation was implemented, consisting of both in-person events and a digitally led engagement via the VCR. Adopting this mixed approach provided more accessibility and flexibility for members of the public who may not want to attend or have restricted ability to visit in-person consultation events, ensuring they were still able to access the consultation materials. More detail on the methods used to facilitate the public consultation can be read in section 4.

2.2 Project context

- 2.2.1 The UK government has set legally binding targets to achieve net zero in all greenhouse gas emissions by 2050 for England and Wales.
- 2.2.2 The V Net Zero pipeline facilitates part of a wider process known as Carbon Capture and Storage (CCS), which has been identified by the UK Government as a key tool in achieving net zero greenhouse gas emissions by 2050 in England and Wales. The Government's Net Zero Strategy¹ outlines that carbon capture infrastructure will be essential to capture and store 20-30 million tonnes of CO₂ per year by 2030.
- 2.2.3 As part of the V Net Zero CO₂ Transport and Storage Project², industry at the Immingham industrial site will form a CCS cluster, known as the V Net Zero Humber Cluster, and will collaboratively work towards industrial decarbonisation in the Humber region. This represents a unique opportunity to decarbonise existing energy intensive industry, preserve highly skilled jobs and promote new investment in the area.
- 2.2.4 The benefits of the V Net Zero pipeline project are outlined below.
- **Opportunities for the Humber** - The CCS cluster aims to enable the creation of high-quality jobs and skills training, while promoting low-carbon, technology-led investment in the region for the long-term.
 - **Safeguarding industry** - Removing carbon emissions from existing industry in the Humber region and enabling a longer-term transition to clean energy while safeguarding existing jobs.
 - **Tackling climate change** - By 2030, the V Net Zero pipeline will transport 10 million tonnes of CO₂ a year.

¹ [Net Zero Strategy: Build Back Greener](#)

² As noted in section 1.2, in October 2022 the project was renamed to Viking CCS to better reflect the strength of the project's carbon capture and storage capabilities. A press release was published here: [V Net Zero is renamed Viking CCS | Harbour Energy](#)

- **Boosting biodiversity** - The V Net Zero pipeline project aims to achieve a 10 per cent net increase in local biodiversity, compared with when construction on the project begins.
- 2.2.5 Due to the length of the proposed pipeline, the project is classed as a Nationally Significant Infrastructure Project, and therefore requires a specific consent to be granted for it to be built. This is known as a DCO and is required under the Planning Act 2008. An application for a DCO will be submitted to the Department for Business, Energy and Industrial Strategy as recommended by the Planning Inspectorate.
- 2.2.6 The V Net Zero pipeline project is being delivered by Chrysaor Production (U.K.) Limited, a Harbour Energy group company, that aim to create value in a responsible manner for all stakeholders in accordance with global standards and achieve net zero in their operations by 2035.
- 2.2.7 Harbour Energy wishes to promote regional collaboration towards the future development of CO2 transportation infrastructure, to enable and encourage the transition towards net zero carbon across the Humber and Lincolnshire Area.

2.3 Project overview

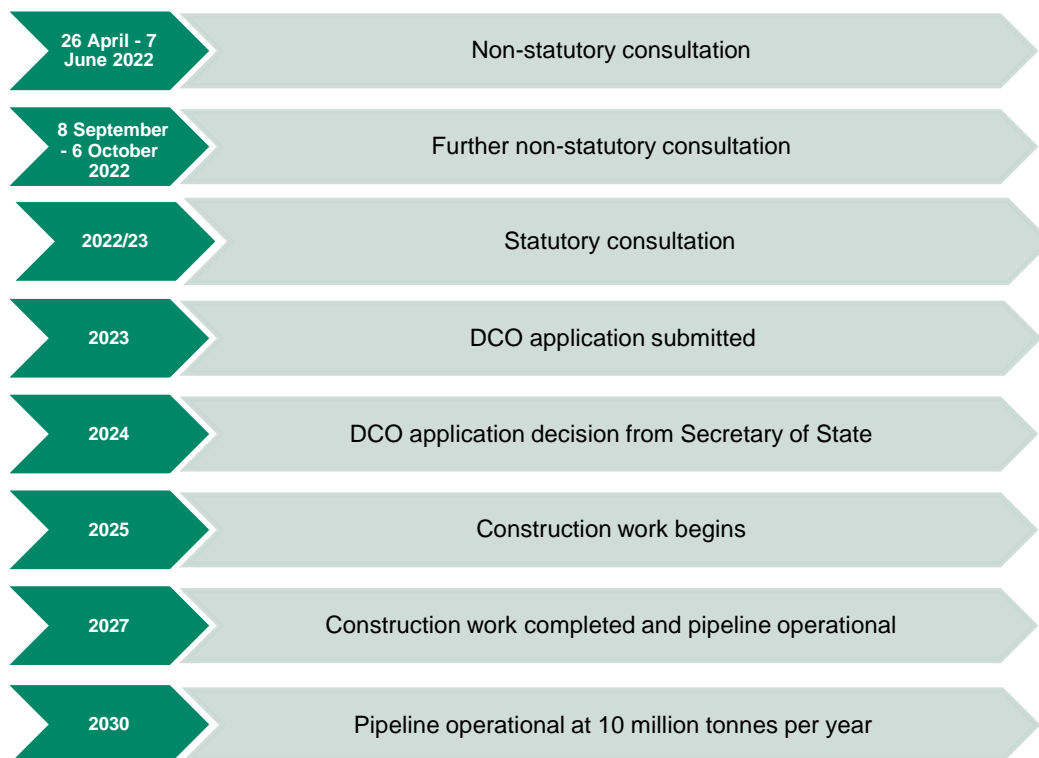
- 2.3.1 The V Net Zero pipeline is a proposed new onshore 55km pipeline³, located in Lincolnshire (see **Appendix A** for a map of the proposed corridor that was consulted on during the non-statutory consultation), that will transport captured CO2 from the Immingham industrial cluster to the former TGT.
- 2.3.2 At TGT, the V Net Zero pipeline will connect to an existing pipeline, known as the Lincolnshire Offshore Gas Gathering System (LOGGS) pipeline. From here, it will be transported 120km offshore into the Viking Area of the Southern North Sea, where the captured CO2 will be injected 9000ft under the seabed into two depleted gas reservoirs.
- 2.3.3 This entire process is part of a wider project called the V Net Zero CO2 Transport and Storage project (see **Figure 1**). Once fully operational, the project could transport and store up to 10 million tonnes of CO2 a year by 2030.
- 2.3.4 If consent is granted by the Secretary of State for the Department for Business, Energy and Industrial Strategy, the construction of the V Net Zero pipeline will begin in 2025 and will last for two years. More detail on the project timescales can be found in **Figure 2**.

³ The length of the proposed pipeline route initially presented at non-statutory consultation (53km) increased to 55km, following several route changes that were made resulting from further technical work undertaken and the feedback received during non-statutory consultation.

Figure 1 Map of the V Net Zero CO2 Transportation and Storage Project



Figure 2 Key project milestones



3. Stakeholder engagement

3.1 Engagement approach

- 3.1.1 Stakeholder engagement was conducted prior to the launch of the non-statutory consultation.
- 3.1.2 Effective stakeholder engagement is vital for the early development of a project, as it is a mechanism to understand the objectives and requirements of key stakeholders, and to build trust and a productive relationship through an open, transparent and collaborative approach. Constructive stakeholder engagement provides stakeholders with opportunities to be involved in the consenting process, with an appropriate platform to provide feedback which can help inform the development of more detailed proposals.
- 3.1.3 The stakeholder engagement approach taken for the non-statutory consultation was underpinned by:
- early and ongoing engagement was undertaken to inform and influence the design process;
 - feedback was sought in the iterative design process and has been considered;
 - long-term relationships will be built with key stakeholders throughout the different stages of the project to help better understand their views; and
 - any concerns raised by stakeholders will be addressed where possible and practicable.

3.2 Summary of stakeholders

- 3.2.1 Targeted and effective engagement with stakeholders has been crucial to understanding the initial views and objectives of the project's key stakeholders and has been pivotal to shaping the proposals throughout the design phase.
- 3.2.2 Several groups of key stakeholders were identified ahead of the non-statutory consultation. These stakeholders consisted of individuals or groups whose technical expertise or consenting requirements could shape the development of the proposals, or those that will be impacted by the outcome of the project. Stakeholders were categorised into groups consisting of technical, prescribed⁴, land-related, political, community groups, environmental and NGOs.
- 3.2.3 The themes of discussion and sentiments for the project identified through early stakeholder engagement and public consultation. These have provided valuable insights which will inform the approach to engagement and consultation for the statutory consultation in Q4 2022.

3.3 Stakeholder mapping

- 3.3.1 A stakeholder mapping exercise was conducted to identify stakeholders that may have an interest in the project, may be impacted by the project, or have an ability to influence project decision making. Of those stakeholders identified, individuals were categorised into the stakeholder groups listed below.
- Technical stakeholders
 - Members of Parliament (MPs)

⁴ Prescribed stakeholders are those identified in Schedule 1 of The Infrastructure Planning Regulations 2009.

- Councillors
- Local businesses
- Community groups
- Education
- Landowners
- Delivery partners
- NGOs and environmental groups
- Other local projects
- Media and social media

3.4 Stakeholder engagement

3.4.1 A series of introductory meetings were held with key stakeholders, including local planning authorities, between January 2021 and March 2022. Further stakeholder engagement was carried out throughout March and April 2022, where local Members of Parliament and ward councillors were invited to a pre-consultation briefing.

3.4.2 The following stakeholders received an introductory meeting with the project team prior to the non-statutory consultation.

- National Grid – 21 July 2021
- Planning Inspectorate – 21 January 2022
- Environment Agency – 17 December 2021 and early 2022
- Natural England – early 2022
- Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) – April 2022
- Introductory letters and invitations for an initial project briefing were issued to planning officers within Lincolnshire County Council, North East Lincolnshire Council, North Lincolnshire Council, West Lindsey Council and East Lindsey Council in early 2022. Introductory meetings were held with East Lindsey and West Lindsey Council on 31 January, North East Lincolnshire Council on 1 February and Lincolnshire County Council on 26 November 2021 and 30 March 2022.
- Prior to the non-statutory consultation launch in April 2022, an introductory letter and an offer for a briefing was issued to all corridor-wide MPs and ward councillors.

3.5 Landowner engagement

3.5.1 Gateley Hamer was appointed as Harbour Energy's land agent for the V Net Zero pipeline project and conducted landowner engagement ahead of the non-statutory consultation.

3.5.2 As part of the statutory process of a DCO application, Gateley Hamer has a legal requirement to carry out land referencing to identify and consult those Persons with an Interest in Land who are potentially impacted by the project. This includes landowners, tenants and individuals who may have an interest in land. Land referencing is a process that uses publicly available information on the HM Land Registry, which enabled Gateley Hamer to initially identify relevant land interests for the project.

3.5.3 To collect the required baseline data to inform the Environmental Impact Assessment for the project and refine the proposed pipeline route, Gateley Hamer engaged in initial discussions with farmers and landowners to request early access to land to conduct surveys.

- 3.5.4 An initial letter was issued to landowners who had been identified within the project's scoping boundary on 9 March 2022. This introduced the V Net Zero pipeline project and outlined the land referencing process in accordance with the DCO process. A copy of the proposed pipeline corridor and scoping boundary was attached to the letter. A copy of the letter can be read in **Appendix B**.
- 3.5.5 Following the introductory letter, a follow up letter was distributed on 25 March 2022. This can be read in **Appendix C**. This letter contained more detailed information on the surveys to be conducted, if access to land was required, including non-intrusive surveys. This included information on the survey type, description, indicative time periods and special access requirements. A permission slip was attached to the letter, alongside a map of the proposed pipeline corridor.

Landowner enquiries

- 3.5.6 The project website had a specific landing page for landowner enquiries and was accessible via the following link: <https://www.vnetzeropipeline.co.uk/consultation/for-landowners>.
- 3.5.7 Landowners could additionally contact Gateley Hamer by phone or fill in the contact form on the website.

3.6 Public affairs

- 3.6.1 To date, several public affairs activities have been carried out by Harbour Energy, with support from Brunswick Group. A breakdown of these activities is provided below. These relate to the broader V Net Zero CO2 Transportation & Storage System.

Table 1: Public affairs activities undertaken to date

Stakeholder	Description of engagement
Her Majesty's Treasury (HMT)	Engagement from Harbour Energy ahead of Net Zero review.
Humberside MPs	Introductory letter on behalf of the V Net Zero cluster, requesting opportunity for further engagement.
Emma Hardy MP (Hull West and Hessle)	Meeting with Graeme Davies, Project Director.
Graham Stuart MP (Beverley and Holderness)	Meeting with Richard Tocher, Decommissioning Manager at Chrysaor.
Carbon Capture, Utilisation and Storage All-Party Parliamentary Group (APPG)	Attendance at meeting of APPG on 22 November 2021.

- 3.6.2 Additionally, with support from Brunswick Group, introductory media engagement for the V Net Zero CO2 Transportation & Storage project was initiated. Details of this are outlined below.

Table 2: Media engagement undertaken to date

Stakeholder	Description of engagement
The Guardian	Meeting with the Financial Editor and Energy Correspondent on 17 September 2021.
BBC Radio Humberside	Interview conducted on 23 September 2021.
Target Media	Press release issued on 23 September 2021 regarding the distribution of shipping and CO2.

The Telegraph	Introductory meeting was conducted on 28 September 2021 to discuss the background to the project.
CNN	Interview conducted on 14 October 2021.
Business Green and Energy Voice	Brunswick Group conducted outreach with various trade and local media outlets. An article featured in the Business Live, which can be read here .
The Economist	Meeting with the Climate Correspondent on 15 October 2021.

4. Public Consultation

4.1 Approach to consultation

- 4.1.1 The aim of the non-statutory consultation was to give members of the public and stakeholders a chance to provide their feedback on the initial route corridor for the V Net Zero pipeline. The route corridor represented the widest possible area that the pipeline could be laid within. However, during construction only a 30m working width will be required to install the underground pipeline. The full length of the proposed pipeline corridor stretching from Immingham to Theddlethorpe Gas Terminal was displayed at consultation.
- 4.1.2 The feedback from the non-statutory consultation will be considered alongside landowner engagement and the results from environmental and land surveys along the pipeline corridor to help revise it down to a narrower preferred route to take to statutory consultation.
- 4.1.3 A hybrid approach to public consultation was adopted for the non-statutory consultation, which included both a digital consultation and in-person consultation events. The virtual consultation methods adopted for the non-statutory consultation included a consultation website which provided project specific information and contact details, as well as a Virtual Consultation Room (VCR). More information on the VCR can be read in section 4.4.
- 4.1.4 The mixture of in-person and online engagement was supported by both physical and online publicity. This approach enabled the consultation to reach audiences online and those without access to the internet, aiming to be as accessible and flexible for participants as possible.

4.2 Publicising the consultation

- 4.2.1 The non-statutory consultation was promoted through both online and offline channels to raise awareness within the local community and to encourage participation within local networks.

Postcard distribution

- 4.2.2 Postcards were produced to promote the public consultation and signpost people to the consultation events, which took place between 26 April and 5 May 2022.
- 4.2.3 In total, ahead of the consultation launch, 6,182 promotional postcards were distributed on Wednesday 20 April to all residential and commercial addresses within a 1.5km buffer of the route corridor. This distribution zone can be viewed in **Appendix D** and a copy of the postcard can be viewed in **Appendix E**.
- 4.2.4 A total of 269 postcards were also delivered to relevant landowners to notify them of the consultation. These landowners were identified by Gateley Hamer, the project's appointed land agent, as those owning or having interest in land that would be affected by the proposed pipeline.

Online promotion and social media

- 4.2.5 A social media campaign was launched by the V Net Zero Cluster social media accounts, ahead of the opening of the consultation launch.
- 4.2.6 Promotional posts highlighting the consultation launch were issued on various platforms, including Twitter and LinkedIn. Examples of the social media coverage can be seen in **Appendix F**.

- 4.2.7 At the close of the consultation, the posts on Twitter received 17 retweets and 11 likes, alongside 260 likes and 22 shares on LinkedIn. Over the consultation period, the V Net Zero Pipeline Cluster LinkedIn page had over 350 views.

4.3 Consultation materials

- 4.3.1 A range of consultation materials were developed to present the project information and were made available to view both online and in person. The materials aimed to publicise the consultation events, provide further information on the proposals and route corridor, and encourage people to provide their feedback.

Project website

- 4.3.2 The project website (<https://www.vnetzeropipeline.co.uk/>) provided background to the V Net Zero pipeline project and the proposed route corridor, the project vision, information about Harbour Energy and on the consultation timescales and events.
- 4.3.3 Project FAQs were available to download and links to the response form and project contact details were also provided. The consultation webpage directed viewers to the VCR to view the route corridor in more detail, and to find out further information on the project.
- 4.3.4 Throughout the consultation period, the V Net Zero pipeline project webpage received 4,900 views and was visited by 3,400 users.

Consultation brochure

- 4.3.5 A 16-page consultation brochure was produced, which contained information about the consultation and proposals. This was accessible both online and as a hard copy. The brochure included information about the project context, a summary of the key local constraints, a detailed description of the proposed route corridor, a description of the planning process, the next stages of the project, and information on how people could respond to the consultation.
- 4.3.6 The consultation brochure was available to download from the VCR throughout the consultation period. Hard copies of the consultation brochure were also available at the drop-in events, and consultees could request a printed copy of the brochure to be posted to them for free.
- 4.3.7 In total, 1,000 copies of the brochure were printed for issuing at the non-statutory consultation events and copies were also issued to Gately Hamer to share during landowner discussions. Further copies were also provided to Theddlethorpe Academy to distribute locally. A copy of the brochure can be found in **Appendix G** of this consultation report.

FAQs

- 4.3.8 An FAQ document was created to answer some of the most frequently asked questions about the V Net Zero pipeline, and to supplement the exhibition boards. It focused on specific themes expected to be of interest to the public, including a project overview, consultation and engagement, planning, environment, engineering and pipeline details, construction, and safety.
- 4.3.9 The FAQs were hosted on the VCR and could also be accessed from the project website.
- 4.3.10 In total, 600 FAQ documents were printed and made available to take away at the consultation events. Members of the public were also able to request hardcopy FAQ documents to be posted to them. A copy of the FAQ document can be found in **Appendix H** of this consultation report.

Exhibition boards

- 4.3.11 Eight exhibition boards were developed for the in-person consultation events and the VCR. For the VCR, images were hyperlinked to display videos and alternative text⁵ was provided for greater accessibility.
- 4.3.12 The content of the boards, also shown in **Appendix I**, is summarised below.
- **Introduction - What is the V Net Zero pipeline?** – provided an overview of the project, an introduction to Harbour Energy and the wider context of net zero and carbon capture targets. Details of the consultation and how to provide feedback were also outlined.
 - **Working towards a low-carbon future** – provided an explanation of the carbon capture and storage process and how it would be facilitated through the V Net Zero pipeline. An explanation as to how the pipeline would open a door to a low-carbon future was also included.
 - **Benefits of the project** – the benefits of the project were highlighted, including opportunities for the Humber, tackling climate change, safeguarding industry and boosting biodiversity.
 - **The environmental context** – the Environmental Impact Assessment (EIA) process was set out, including how the impacts would be managed. The scoping process was also outlined.
 - **Planning and route development** – explained the planning and DCO process and the purpose of consultation. This was supported by an overview map of the proposed corridor within which the pipeline route will be selected.
 - **Construction** – the construction phase was outlined, including anticipated timescales. Further detail of the construction process and management was provided to give the local community a more detailed understanding of the procedures.
 - **Next steps** – feedback methods were outlined alongside key project milestones.
 - **Route corridor map** – a map of the pipeline corridor was displayed.

4.4 Virtual Consultation Room

- 4.4.1 The VCR is an accessible, web-based platform that replicates a traditional consultation environment and aims to complement in-person events. The use of the VCR for the non-statutory consultation ensured that the public and key stakeholders were provided with a virtual and interactive consultation. This provided greater accessibility and flexibility for people who were unable to or did not want to attend the in-person events, allowing them to view the same information in their own time and in their own space.
- 4.4.2 The VCR was available to access throughout the entire consultation period. It was also linked via the V Net Zero pipeline project consultation webpage. On entering the VCR, attendees were able to navigate around the room to view the materials using their mouse or keypad and provide their feedback using the response form.
- 4.4.3 Consultation materials were available to view and download from the VCR, including exhibition boards, FAQ document, consultation brochure, response form, and a copy of the Scoping Report. The VCR displayed the same eight exhibition boards which are referenced in section 4.3.12 and can also be found in **Appendix I**.
- 4.4.4 Through the consultation period, the VCR received 460 sessions from 364 individual users. Of these users, 53% visited the VCR directly via the platform link which was displayed on

⁵ The use of alternative text allows the exhibition boards and their content to be described to people who are visually impaired.

the V Net Zero pipeline project webpage and 42% were directed via social media. The rest of users reached the VCR via organic search or referral.

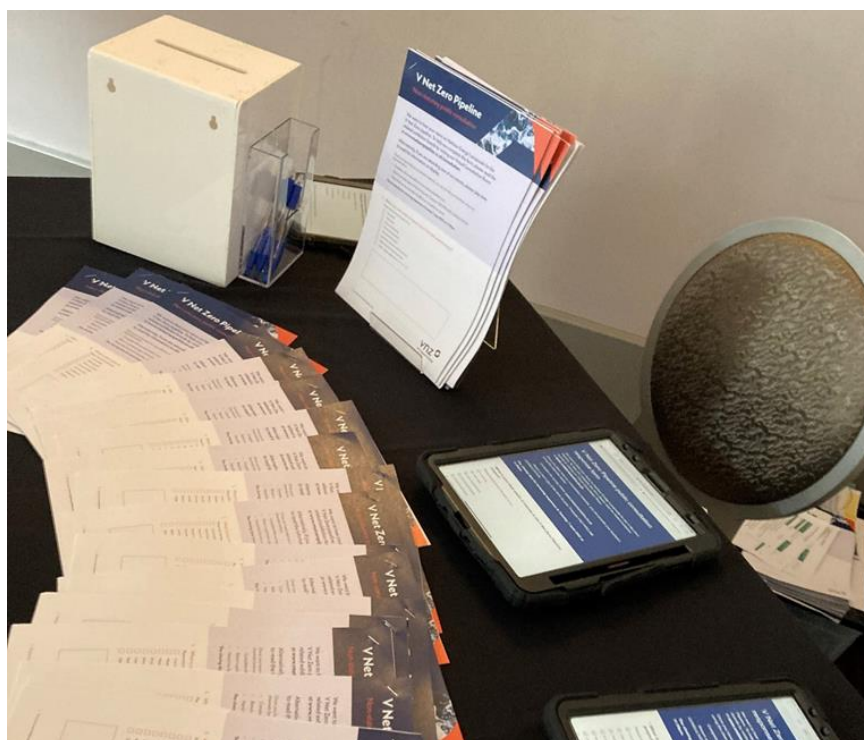
Figure 3 The V Net Zero pipeline project VCR



4.5 Consultation events

- 4.5.1 Five public drop-in events were held over the first two weeks of consultation, from 26 April until 5 May 2022, and were situated in venues close to the proposed pipeline corridor route (see **Figure 5**).
- 4.5.2 The events were designed to increase direct engagement with the local community as part of the non-statutory consultation, allow members of the public to view the plans for the route corridor in more detail, and ask questions of the project team. In total, there were 216 attendees across the five events and a summary of the verbal feedback received can be read in **Appendix J**. Further detail on the events, including a breakdown of attendees is outlined in **Table 3**.
- 4.5.3 At each consultation event, there were eight exhibition boards around the room for people to read, as well as printed maps of the pipeline route for people to inspect in more detail. Printed copies of the consultation brochure, the project FAQ document and A3 maps of the proposed route corridor were available for people to take away.
- 4.5.4 Two television screens played introductory videos outlining the role of Harbour Energy and the carbon capture process. A feedback station was also available to allow people to fill out the response form manually, or virtually via an iPad at the time of the event (see **Figure 4**). Members of the project team were on hand to assist if support was required whilst using the iPads. Hard copies of the form were available for attendees to take away and return in their own time via freepost.

Figure 4 Feedback table at the consultation events

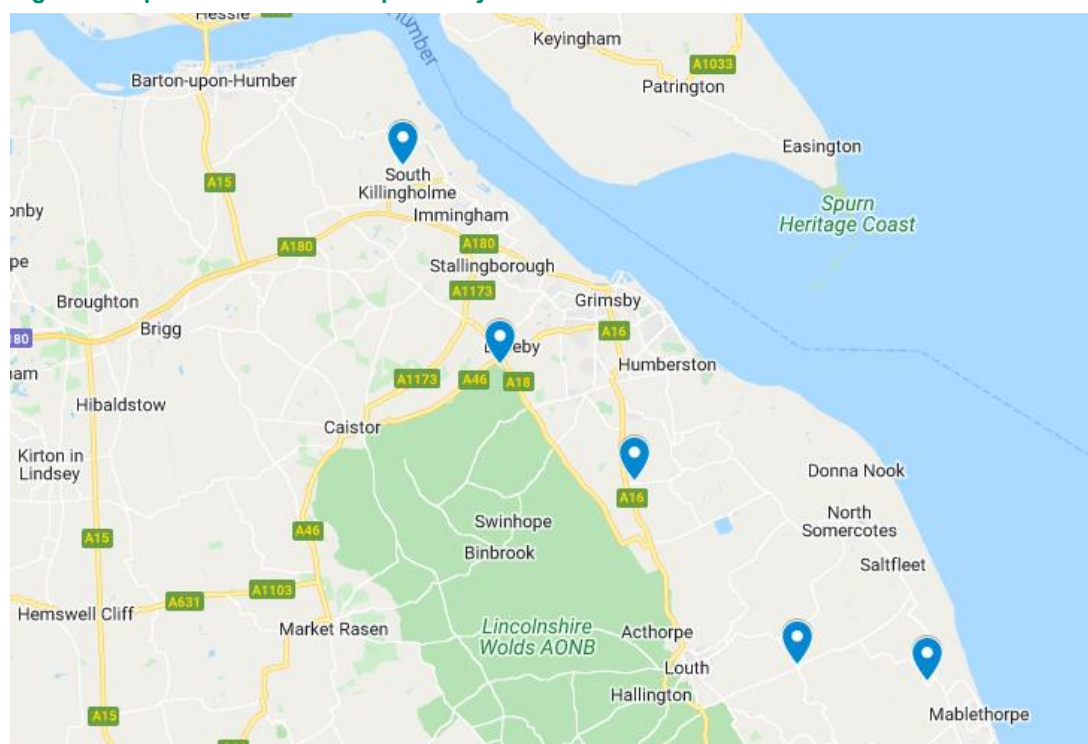


4.5.5 In addition to the events organised for the V Net Zero pipeline project, members of the V Net Zero project team attended events organised as part of the neighbouring Humber Zero public consultation events, which took place on 8, 11 and 16 June 2022. Attendance at these events enabled the project team to discuss the interface between both projects and spread further awareness of the plans for the V Net Zero pipeline.

Table 3: Non-statutory drop-in event locations and attendees

Event location	Date and time	Number of attendees
Best Western Oaklands Hall Hotel, Barton Street, Laceby, Grimsby, Lincolnshire, DN37 7LF	26 April 2022 3pm-7pm	34
Ashbourne Hotel, Vicarage Lane, North Killingholme, Immingham, DN40 3JL	27 April 2022 3pm-7pm	19
North Thoresby Village Hall, The Square, North Thoresby, Grimsby, DN36 5QL	3 May 2022 3pm-7pm	51
Theddlethorpe Village Hall, Silver Street, Mablethorpe, LN12 1PA	4 May 2022 3pm-7pm	62
Grimoldby and Manby Village Hall, 6 Tinkle Street, Grimoldby, LN11 8SW	5 May 2022 3pm-7pm	50

Figure 5 Map of event venues in proximity to the route corridor



4.6 Response form

- 4.6.1 The response form (see **Appendix K**) sought a range of feedback, including specific aspects of the proposals and detailed comments on the project.
- 4.6.2 The structure of the form included a range of multiple-choice questions and free-text response sections, allowing respondents to expand on initial answers. This provided the opportunity for a range of qualitative and quantitative responses to be drawn on during analysis.
- 4.6.3 Questions focused on the interests of the respondents on the project, the levels of support and their understanding of the rationale behind Harbour Energy's proposals. The survey also requested that respondents submit any comments or questions on the route corridor and sought feedback on further information required.
- 4.6.4 While the response form was kept anonymous, demographic data was collected for further consideration during the analysis, including how the respondent heard of the consultation, gender identity, age and postcode.

4.7 Consultation correspondence

- 4.7.1 Formal communication channels were established for the V Net Zero pipeline project and were promoted on the public consultation materials. Through these channels, members of the public could submit their comments or questions to the project team. The communication channels for the project are listed below.
- Online response form via the VCR
 - Hard copy response form
 - Project telephone: 07917986094

- Landowner submission form on the project website:
<https://www.vnetzeropipeline.co.uk/consultation/for-landowners>
- Project email address: vnetzeropipeline@aecom.com; and
- Freepost address: Freepost VNZ PIPELINE CONSULTATION

4.7.2 In total, the response form received 52 responses: 9 via freepost, 15 at the in-person events and 28 responses via the online survey response form hosted on the VCR. Additionally, there were 3 emails submitted to the V Net Zero email address and 2 voicemails were received related to the consultation.

4.7.3 Where project correspondence throughout the consultation period contained feedback on the project, it was considered as a consultation response and was included in the analysis process.

5. Feedback and analysis

5.1 Stakeholder engagement

- 5.1.1 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. Further information on how feedback from the public consultation will be considered as part of the detailed design can be viewed in section 6.
- 5.1.2 The project team responded directly to comments made during the pre-consultation stakeholder meetings. In many cases, further details about areas of stakeholder interest will emerge during the statutory consultation and the detailed design phase. A summary of the feedback received during early engagement and pre-consultation meetings with stakeholders is outlined in **Table 4**.

Table 4: Summary of the feedback received during early engagement with stakeholders

Theme identified	Key points
Community and consultation	<p>Feedback questioned what community engagement was proposed for the consultation period and if there was an opportunity for community gain as a result of the project.</p> <p>It was outlined that Theddlethorpe Parish Council was a key Parish Council to be consulted on the project.</p> <p>It was requested that the project team present an introduction to the project to local council members and local technical disciplines.</p>
Pipeline design	<p>Queries were raised around if the pipeline was to run underground and if this would have any impacts on TGT.</p>
Economic	<p>The supplementary benefits of development were raised, including short-term construction jobs in addition to long-term opportunities for higher education and training. These benefits were key, particularly with regards to satisfying national planning policy requirements.</p>
Construction	<p>Feedback raised questions with regards to the timescales for construction period, phasing and direction of construction as well as the construction management plan, questions were raised on the impact of on-going National Grid works and construction.</p> <p>The construction methodology through the AONB was questioned.</p> <p>Plans to mitigate impacts on the highway network were welcomed.</p>
Environment	<p>General concerns with regards to the route being within the AONB. Habitat loss at hedgerow crossings and construction within the AONB was also raised as a topic to consider.</p> <p>It was advised that Biodiversity Net Gain should be applied throughout the entire route length, not just the area around the AONB.</p> <p>Adverse impacts on residential amenity, including dust and noise should be considered, as well as whether the pipeline extends through any areas of historic landfills or sites of contamination.</p> <p>It was emphasised that the Environmental Impact Assessment should demonstrate a clear need for the project and that appropriate environmental surveys must be carried out. It was said that there are Great Crested Newts located near the Philipps 66 site.</p> <p>The project must comply with the North East Lindsey Drainage Board Byelaws, and the terms of the Land Drainage Act 1991. All drainage routes through work sites should be maintained during and following completion of the works.</p>

Theme identified	Key points
Project need	Clarity was requested around the need and planning process for the V Net Zero pipeline despite other ongoing projects.
Coastal management	Potential flood risk and how coastal management would be addressed, alongside inward investment to the coast were raised as topics of interest. It was advised that the England Coastal Path, due to open in 2023 was not confirmed for north of Mablethorpe, therefore there would be more access in this area.
Heritage	It was questioned how far along the heritage environment assessment was, with the need to rely on survey work such as geophysical and trench evaluation. Historic England would need to be engaged regarding marine heritage. It was also highlighted that archaeology and heritage are likely to be key constraints. It should be considered that the area around Theddlethorpe would be included in an application to Natural England for Heritage Coasts, which is a description of a coastline that remains undeveloped.
Safety	It was questioned whether the pipeline would be considered 'Hazardous' under the Health and Safety Executive guidelines.
Other projects	It was advised that there were other projects being proposed in the area which would also need to be considered.

5.2 Public consultation feedback

- 5.2.1 This section provides an overview of the main themes arising from feedback received during the non-statutory public consultation period. The consultation survey response form allowed respondents to comment on various aspects of the proposals, including their interest in the project, general support, their view on the proposed corridor, and further suggestions or recommendations for the project to consider.
- 5.2.2 Throughout the six-week period, the public consultation received 52 survey responses. 65% (out of the 51 people who responded to the question) supported Harbour Energy's efforts to decarbonise industry by building carbon capture infrastructure in the area, whereas only 8% of respondents were opposed.
- 5.2.3 Separate to the 52 responses, a total of three 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.
- 5.2.4 In the analysis sections below, feedback has been split between the different questions of the survey response form and key themes have been identified within each section. Where respondents did not answer the question, this has been excluded from the analysis and figures shown.

Consultation feedback analysis methodology

- 5.2.5 Responses to the public consultation were received at the in-person events, online, via email and as hard copy response forms.
- 5.2.6 A coding spreadsheet was produced to consolidate the responses and identify key themes in feedback. Feedback received throughout the consultation period was collected and analysed as a collective.
- 5.2.7 Correlating with the response form questions (see **Appendix K**), the spreadsheet included categories relating to the interests of the respondents on the project, the levels of support and their understanding of the rationale behind Harbour Energy's proposals, as well as any

additional comments or questions on the route corridor and sought feedback on further information required.

5.2.8 Qualitative feedback received in response to the free text elements of the response form (question 2, 4 and 6) was coded thematically. The main themes were firstly identified and then feedback was categorised into further specific sub themes. A summary of the main and sub themes identified throughout analysis is displayed in **Table 5**.

Table 5: Summary of main themes and sub themes identified from feedback received

Main themes identified	Sub themes identified
Project need	<ul style="list-style-type: none"> • Energy transition and net zero and carbon reduction targets • General project sentiment
Environmental impact	<ul style="list-style-type: none"> • Carbon emissions and global warming • Visual impact • Noise pollution • Heritage • Biodiversity • AONB • Water and drainage • General environmental impacts • Mitigation suggestions
Environmental benefits	<ul style="list-style-type: none"> • General environmental benefits • Biodiversity • Heritage
Planning	<ul style="list-style-type: none"> • DCO application
Community impact	<ul style="list-style-type: none"> • Residential and community impacts • Business, jobs and tourism • Traffic and highways • Communications • Social value
Economy	<ul style="list-style-type: none"> • Job creation • Economic impacts • Economic value
Safety	<ul style="list-style-type: none"> • Hazard assessment • Leak concerns • Other projects • General safety
Land	<ul style="list-style-type: none"> • Land access • Land requirements • General land comments
Pipeline design and operation	<ul style="list-style-type: none"> • Pipeline capacity • Pipeline monitoring • Pipeline depth • Existing pipeline use • Theddlethorpe Gas Terminal
Construction	<ul style="list-style-type: none"> • Construction impacts • Pipeline installation • Construction timescales

Main themes identified

Sub themes identified

	<ul style="list-style-type: none"> • Construction communications
Consultation	<ul style="list-style-type: none"> • Consultation information • Consultation materials • Future consultation
Other projects	<ul style="list-style-type: none"> • Other existing pipelines • Other projects general
Suggestions and recommendations	<ul style="list-style-type: none"> • Environmental recommendations • Route changes • General suggestions

5.3 Public consultation feedback analysis

5.3.1 The following sections provide a summary of the analysis of the responses to the non-statutory public consultation which were received throughout the six-week period.

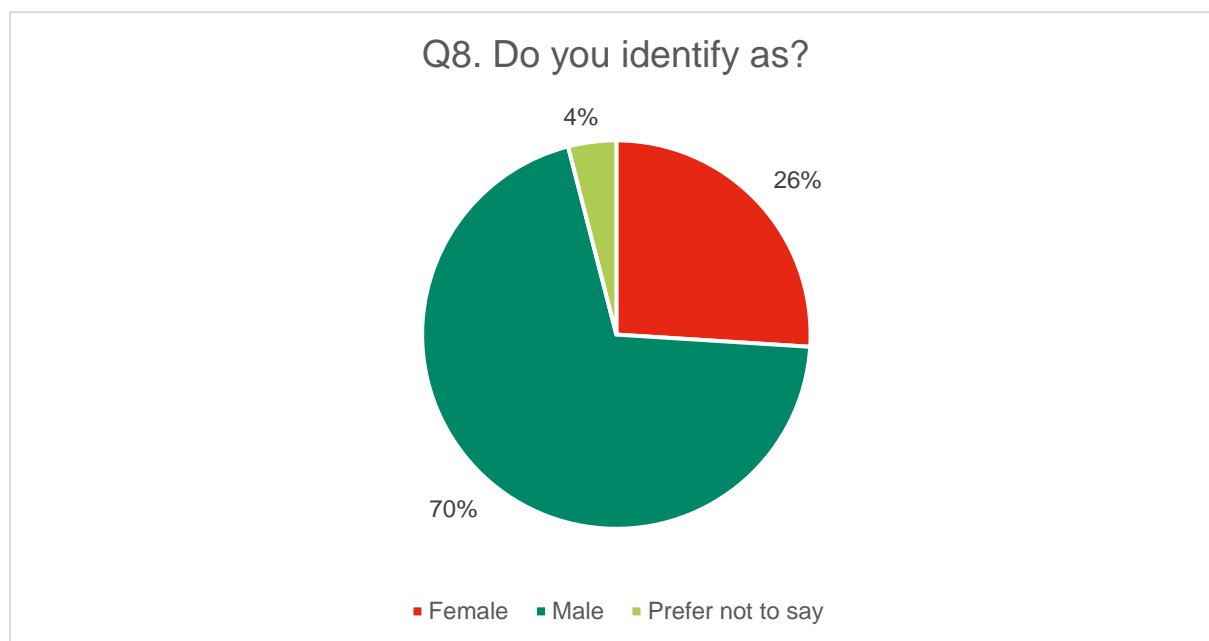
Demographics

5.3.2 The aim of the 'About you' section of the response form was to understand the audience of the consultation, including information relating to age, gender identity, geographic location, and methods of learning about the consultation. The analysis that forms this section is based on the information that individual respondents provided. The questions in this section were optional and not all respondents chose to respond.

Gender identity

5.3.3 Question eight asked individuals to respond with how they identify. 70% of respondents that answered the question identified as male and 26% as female. 4% of individuals preferred not to share how they identified. The distribution of responses to question eight is displayed in **Figure 6**.

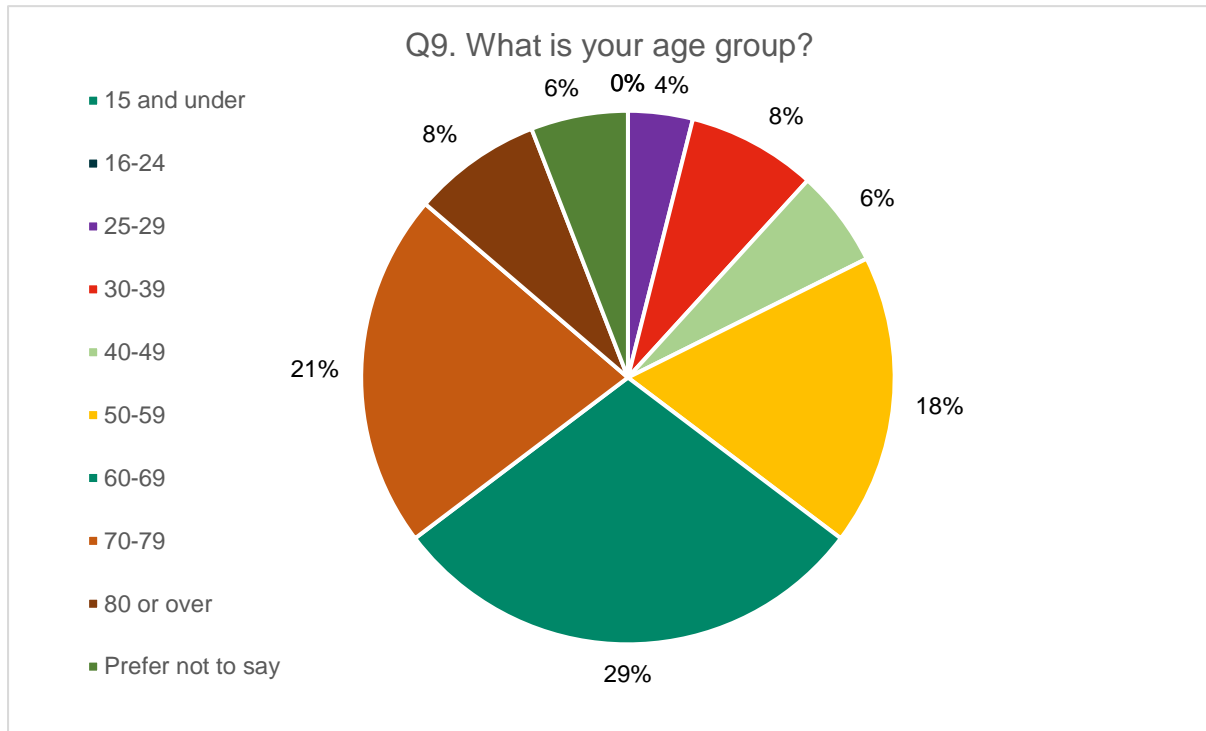
Figure 6: Chart illustrating how respondents identify



Age of respondents

- 5.3.4 Question nine requested that respondents select their corresponding age group. The survey included ten options, consisting of various age brackets spanning from aged 15 and under up to 80 and over. There was also a prefer not to say option.
- 5.3.5 Of the 51 responses to this question, 29% of respondents were 60-69, followed by 21% of respondents falling within the ages of 70-79. 18% of respondents were 50-59 and 8% of individuals were 80 and over. 8% of respondents were between the ages of 30-39, 4% of respondents were 25-29 and 6% were between 40-49. There were no respondents aged 16-24 or 15 or under. Additionally, 6% of respondents selected 'preferred not to say'. The distribution of answers to question nine is displayed in **Figure 7**.

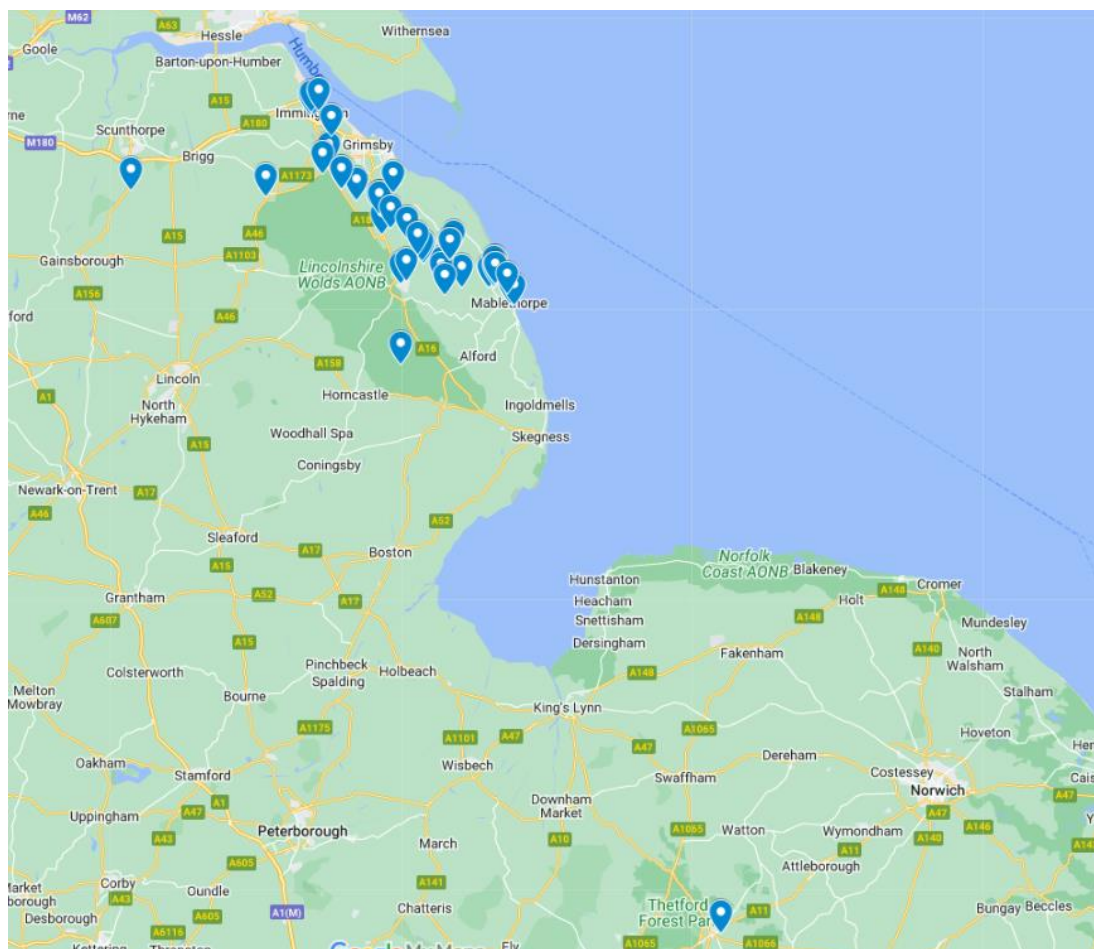
Figure 7: Chart illustrating the age distribution of respondents



Geographic location of respondents

5.3.6 Question 10 of the response form requested the postcode of the respondent to provide an indication of the reach of the consultation. 49 individuals responded to this section of the survey and most respondents that provided their postcodes were situated within the local area of the proposed pipeline corridor. This included responses from within the towns of Immingham, Mablethorpe, North Thoresby, Louth and Grimoldby. Other responses were received within Lincolnshire, North and Northeast Lincolnshire, and elsewhere within the UK, including Ipswich. The distribution of the consultation responses is displayed below in **Figure 8**.

Figure 8 Spread of non-statutory consultation responses that provided a postcode



Project specific analysis

5.3.7 The following sections include an analysis of the questions which provided further insight into the views of the public on the proposals for the V Net Zero pipeline. This included both qualitative and quantitative responses.

How respondents heard about the consultation

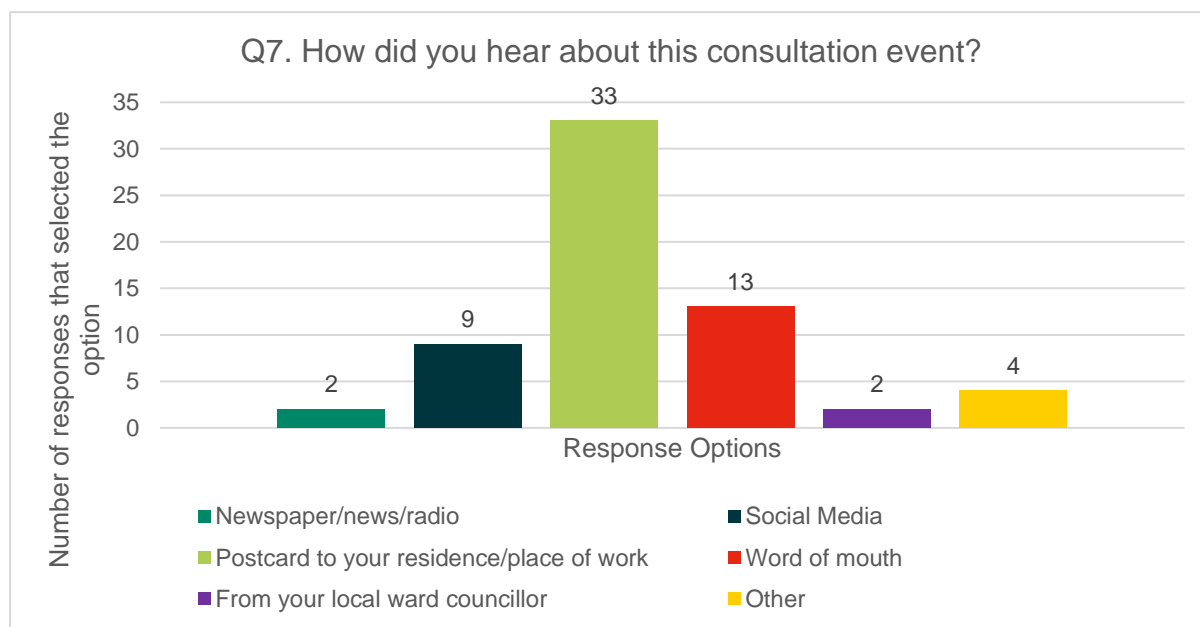
5.3.8 Question seven asked respondents how they heard about the consultation and the events, and individuals could select multiple options on the form. In total, 47 individuals responded to this question, however it should be noted that each respondent could select more than one answer.

5.3.9 Of the 47 total respondents, 33 people heard about the consultation through postcard notification to their residence or place of work, followed by 13 respondents who heard of the consultation by word of mouth. Nine respondents learnt of the consultation via social media. Two respondents heard of the consultation via newspaper, news and radio, and two individuals found the consultation through a local ward councillor.

5.3.10 In response to question seven, four respondents heard about the consultation via other methods. This included via direct contact with Harbour Energy, through their role as a land agent and by chance.

5.3.11 The distribution of responses to question seven is displayed in **Figure 9**.

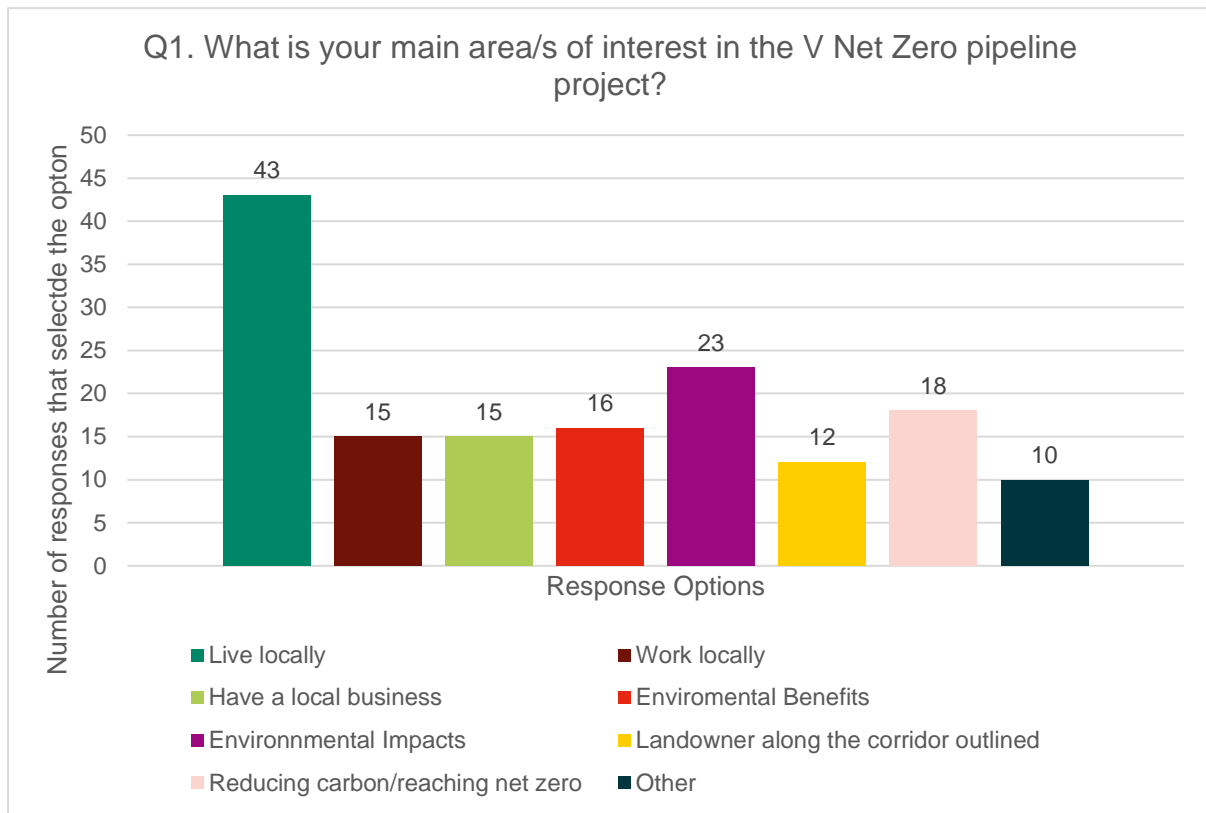
Figure 9: Methods of hearing about the consultation



Interest in the V Net Zero pipeline project

- 5.3.12 Question one asked respondents to select their main areas of interests in the V Net Zero pipeline project. More than one area of interest could be chosen by each respondent and counted within the analysis. The spread of responses over area of interest can be viewed in more detail in **Figure 10**.
- 5.3.13 51 respondents answered question one, with 43 people noting they lived locally to the project. 15 of the respondents worked locally and owned a local business and 16 were interested in the project's environmental benefits. Additionally, 23 of the respondents were interested in the potential environmental impacts of the project and 12 respondents responded as landowners along the corridor outlined within the proposals, and 18 people responded with an interest in reducing carbon and reach net zero.
- 5.3.14 Of the respondents that answered question one, 10 selected 'other'. Responses included interest from an educational perspective, from a role as a landowner or solicitor, concern for the presence of local heavy industry and other projects in the area as well as economic and environmental benefits.

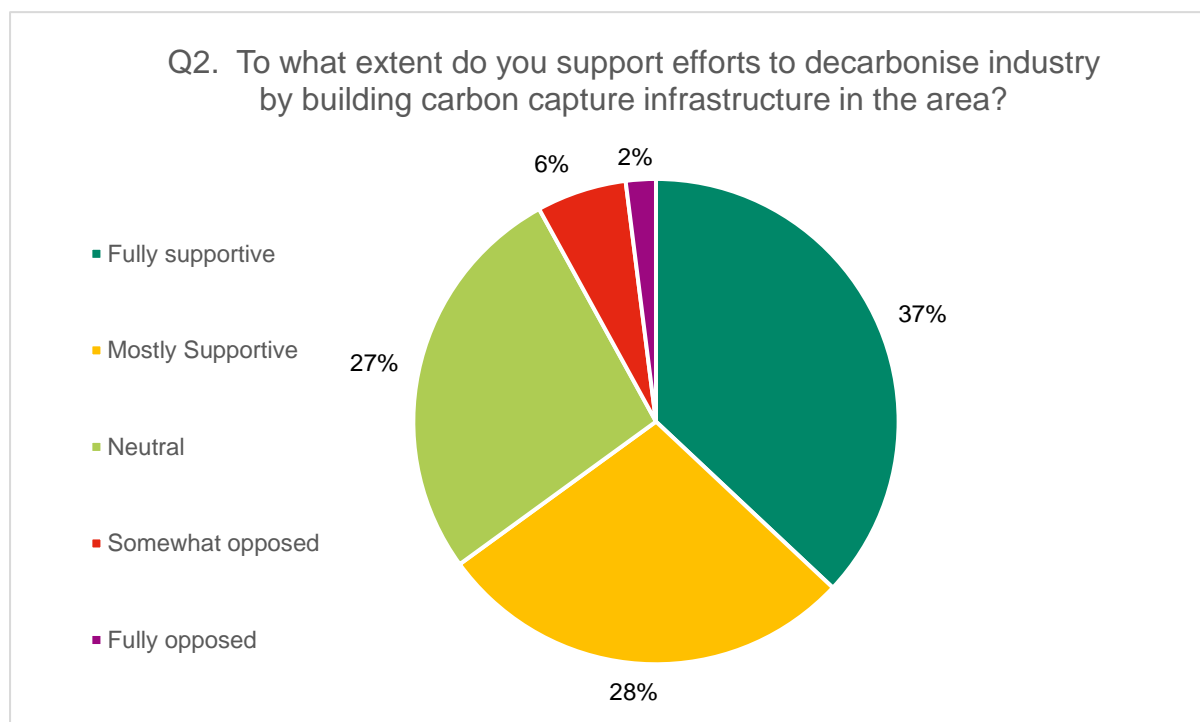
Figure 10 Spread of responses relating to main areas of interest in the V Net Zero pipeline



Support for efforts to decarbonise industry by building carbon capture infrastructure in the area

- 5.3.15 Question two was split into two sections: respondents were asked to select their level of support for efforts to decarbonise industry by building carbon capture infrastructure in the area and then to provide any further comments that justified or added context to their answer.
- 5.3.16 There were 51 answers to the first section of the question. Of the 51 responses, 65% were ‘fully supportive’ or ‘mostly supportive’ of the project, and 8% were either ‘fully opposed’ or ‘somewhat opposed’. 27% of respondents were neutral in their level of support, as shown in **Figure 11**.

Figure 11 Level of support for efforts to decarbonise industry via carbon capture infrastructure



5.3.17 The comments received in the second section of the question were categorised into ten main themes, which were then split further into sub-themes. The distribution of comments received across the identified themes is provided in **Table 6**.

Table 6: Themes relating to level of support for efforts to decarbonise industry via carbon capture infrastructure in the area

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	Energy transition and net zero, carbon reduction targets	12	Comments focused on a lack of global action regarding long-term climate change and stressed the need to reduce carbon impacts. Other comments said that the project is displacing a problem rather than solving it. One comment suggested that carbon capture and utilisation is considered, rather than carbon capture and storage. Another comment stated that whilst carbon capture is not ideal due to the need to phase out fossil fuels, it is a better alternative and therefore should be supported.
	General project sentiment	8	Comments received within this theme were relatively positive, with many respondents stating their support for the project. One comment expressed uncertainty on whether the chosen location was the appropriate area for the pipeline.

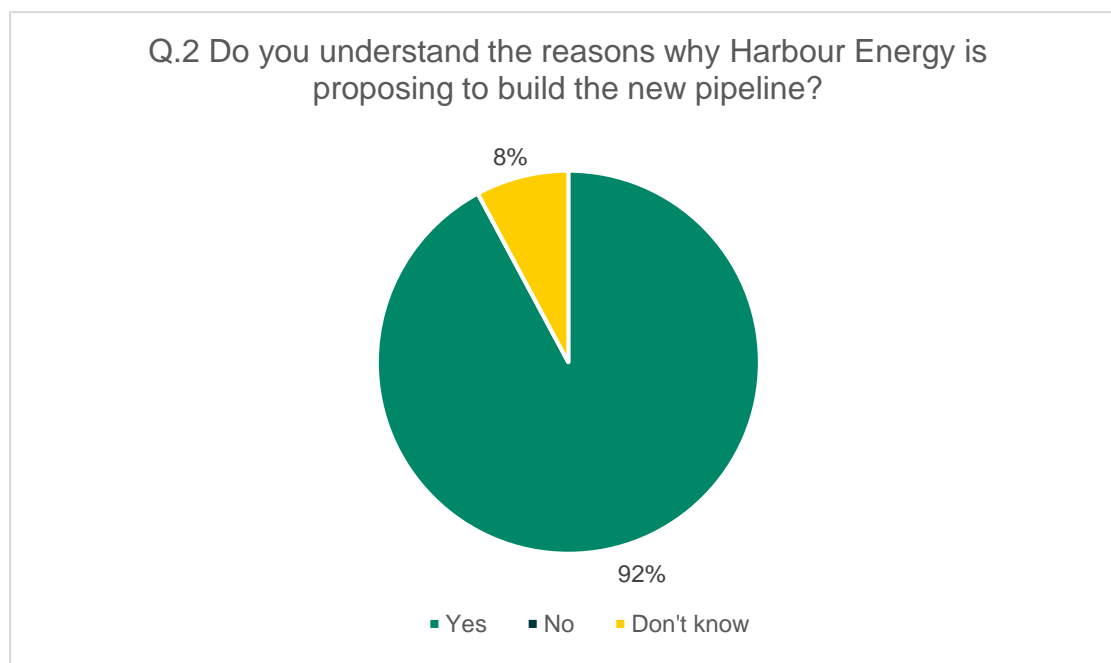
Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Environmental impact	Carbon emissions and global warming	3	<p>One comment emphasised that there were unknown factors concerning global warming and another focused on the uncertainty of replacing gas with CO₂ to acidify water.</p> <p>Other comments stressed that the North Sea provides a key example that gases may escape storage and therefore they believe that the project is ignoring the issue.</p>
	General environmental impacts	1	<p>There was only one comment that focused on general environmental impacts, and this was based on the respondent's lack of understanding on the long-term effects of carbon capture.</p>
	Water and drainage	1	<p>The comments reiterated a farmer's perspective who highlighted concerns that re-instated drainage would not reach optimum levels post-pipeline construction.</p>
Environmental benefits	General environmental benefits	4	<p>All four comments regarding the project's general environmental benefits demonstrated support for the project and agreed that the project would help improve the environment. In particular, one comment focused on the benefit of locking away CO₂, in comparison to letting it escape into the atmosphere.</p>
Community impact	Residential and community impacts	2	<p>Of the two comments relating to residential and community impacts, one raised concern around the corridor's location close to Theddlethorpe Academy.</p> <p>The second comment highlighted concerns related to increased residential disturbance.</p>
	Business, jobs and tourism	3	<p>There was apprehension around the project causing potentially significant levels of disturbance to local people and businesses.</p> <p>Another comment recommended utilising experienced personnel from the oil industry, as they feel this would both save jobs and utilise key knowledge.</p> <p>A third comment stated the respondent was an individual who is currently working in the region as an engineer.</p>
	Social value	2	<p>Regarding the project's social value, one individual felt the project was not beneficial for the public due to compulsory powers that are implemented and felt they had a negative impact on the community.</p> <p>However, a second comment suggested that the project would benefit future generations.</p>
Safety	Other projects	1	<p>There was one comment regarding safety raised concern regarding a recent US pipeline failure and questioned how Harbour Energy would propose to address this.</p>

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
	Hazard assessment	1	One respondent suggested that there was not enough sufficient data to assess potential hazards adequately.
Land	General land comments	1	The one general land comment clarified that the response form was being carried out by a land agent on behalf of its clients.
Pipeline design and operation	Theddlethorpe Gas Terminal	2	Of the two comments left on TGT, one expressed disappointment that the existing pipeline infrastructure between the Humber Bank and Theddlethorpe cannot be utilised. The second comment expressed uncertainty around a carbon capture facility being onsite.
	Pipeline capacity	1	Regarding the pipeline capacity, a respondent questioned what would happen once the tanks reached full capacity and the time it would take to reach full capacity.
Consultation	Consultation information	2	Both comments submitted expressed that further information was required.
	Future consultation	1	A recommendation was made that the Institution of Chemical Engineers should be consulted as technical experts.
Other projects	Other existing pipelines	1	The comment advised that the proposed pipeline was duplicating the route of Uniper's existing 20-inch pipeline and expressed disappointment in the fact the project was not re-using onshore assets.
Suggestions and recommendations	Route changes	1	It was suggested that it would be preferable for the pipeline to be located on the edge of the corridor, away from Theddlethorpe School.

Understanding of project need

- 5.3.18 Question three received 51 responses and aimed to gauge the respondent's understanding of why Harbour Energy is seeking to construct the new pipeline. There were three response options for this question, including 'yes', 'no' and 'don't know'.
- 5.3.19 Of the 51 responses to this question, 92% of respondents understood the reasons why Harbour Energy were constructing the pipeline, with only 8% unsure. No respondents selected that they did not understand why Harbour Energy is seeking to build the new pipeline. The breakdown of responses can be viewed in **Figure 12** below.

Figure 12 Level of understanding regarding Harbour Energy’s need to construct the V Net Zero pipeline



Comments on the proposed pipeline corridor

- 5.3.20 Question four asked respondents to submit any further comments regarding the proposed corridor. Every response received to question four was analysed and comments were split into a main theme and then into further sub-themes.
- 5.3.21 In total, question four received 44 responses. Of these responses, there were 65 comments made which were categorised across 10 different themes. Of the comments received, 13 were categorised as community impacts; 12 related to suggestions or recommendations and 11 were categorised as a land related comment. A further breakdown of the comments can be read in **Table 7**.

Table 7: Themes relating to comments on the proposed pipeline corridor

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	Energy transition and net zero, carbon reduction targets	1	One comment emphasised that carbon capture should be considered as a last resort, noting the need to cut emissions on a global scale.
	General project sentiment	4	Of the four comments categorised under general project sentiment, one felt that the project was unlikely to have a long-term impact after the initial construction and commissioning phase. A further comment expressed the respondent's satisfaction with the pipeline. Further comments stated they anticipated the project team would be aware of any potential issues with the proposed route corridor and another felt that taking the shortest route would be most practical.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Environmental impact	Visual impact	1	Regarding visual impacts, a respondent raised concerns around the visibility of the pipeline structure in the surrounding landscape, post-construction.
	Biodiversity	3	An individual felt concern around the impacts the pipeline would potentially have on wildlife and the environment. Other comments related to the interfaces of the pipeline with local biodiversity, including within fields which contained archaeological systems known as ridge and furrow. Others suggested the possibility of the canal having otters, eels and water voles.
	Area of Outstanding Natural Beauty (AONB)	2	Both comments relating to the Lincolnshire Wolds AONB questioned why the proposed corridor passes through the area and expressed that it was difficult to justify the potential impacts. One comment suggested the pipeline should be routed away from this area.
	Noise pollution	1	Concerns were raised around potential disruption due to noise pollution, particularly at night.
	Mitigation suggestions	1	Relating to environmental mitigation suggestions, a comment suggested avoiding damaging wildlife reserves and sanctuaries including woodland hedgerows, wildlife and meadows.
	Water and drainage	1	The comment reiterated a farmer's perspective who highlighted concerns that re-instated drainage would not reach optimum levels post-pipeline construction.
Community impact	Residential and community impacts	7	Several comments within this theme focused on the proximity of the pipeline corridor to residential houses and the potential impacts residents would face during the construction phase. One comment expressed hope that the construction phase would be completed swiftly. Others queried whether villagers would be compensated for the potential disruption. Another comment advised that the proposed route corridor interfaced with Theddlethorpe Primary school. The shortage of schools within the area was commented on, and the importance of not losing Theddlethorpe School was emphasised. Other comments in this theme included: <ul style="list-style-type: none"> - emphasis that the large towns nearby should not be disrupted; and - an appreciation that the proposed route corridor avoided built up areas.
	Business, jobs and tourism	4	Each of the four comments relating to business, jobs and tourism emphasised the need to minimise the impact of the project on local businesses, including farming operations.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			<p>One comment raised concern regarding the impact of the proposed pipeline construction on their business custom. It was suggested that left side of the routing would not have as much impact on locals.</p> <p>Another comment stressed that agricultural land is vitally important, both locally and nationally.</p>
	Traffic and highways	1	A concern was raised in relation to a potential increase in traffic during the construction phase.
	Communications	1	The comment within this theme queried whether residents would be given specific details of the specific properties and how they will be affected once the application is approved.
Economy	Job creation	1	One respondent expressed their hope for the project to receive approval, as they felt this would help support jobs locally.
	Economic impacts	1	One comment stressed that any economic impacts on areas already under pressure financially would be a serious concern.
	Economic value	2	<p>A respondent felt the focus of the project should be on encouraging inward benefits for the local area and where possible, using local employment as part of the project to encourage the use of the local economy and supply chain.</p> <p>Another comment questioned the cost of the project, and who Harbour Energy will sell the spare capacity to.</p>
Safety	General safety	1	One comment expressed concerns relating to the safety of the pipeline system and operations.
Land	General land comments	5	<p>Comments within this theme included:</p> <p>One comment advised the A18 junction with Waltham Road out of Barnoldby le Beck is now a roundabout.</p> <p>Satisfaction that the proposed route corridor was not passing through their village.</p> <p>Two comments raised concerns that the proposed corridor route was adjacent to their residential property.</p> <p>Another comment suggested that the decisions regarding the corridor are left to local farmers to decide.</p>
	Land access	1	One comment expressed their full objection to the project, as they do not want the V Net Zero pipeline on their land.
	Land requirements	5	Comments within this theme included the fact that the pipeline corridor was 'quite wide' and queried what would happen to the houses situated along the route.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			<p>Comments relating to individual land requirements of the project are listed below.</p> <p>One respondent expressed they owned land adjacent to the route, however it was clarified that this was not an issue of contention.</p> <p>Another comment informed the route corridor would cross their land at Yarburgh and requested for minimal disruption to farming operations.</p> <p>One respondent advised that they were unable to follow the route corridor and were concerned regarding property locations.</p>
Pipeline design and operation	Theddlethorpe Gas Terminal	2	<p>Comments within this theme queried the process when the gas reservoirs reach full capacity and the anticipated timescales for this.</p> <p>A second comment questioned the potential impacts at TGT, due to the location close to the respondent's house.</p>
	Existing pipeline use	1	<p>The comment within this theme questioned why Harbour Energy are not using the existing gas pipeline from Theddlethorpe to Immingham.</p>
Construction	Construction impacts	3	<p>The comments within this theme mainly raised key concerns around the potential construction disruption on properties and local communities, including impacts on traffic and HGV movements, wildlife and the environment, as well as noise and light pollution.</p>
	Pipeline installation	1	<p>It was requested that a 'no dig directional' method of construction is utilised for pipeline installation below the Louth Canal and River Lud.</p>
	Construction timescales	1	<p>One comment expressed their preference for the construction to take place during the summer holidays as this would provide less disruption for schools and travel between Mablethorpe, Somercotes and surrounding areas.</p>
Consultation	Consultation information	1	<p>One comment said that more information was required, however did not specify which aspect of the project or consultation this was related to.</p>
	Future consultation	1	<p>The comment within this theme requested that the public are consulted prior to any residential properties being demolished.</p>
Suggestions and recommendations	General suggestions	2	<p>General comments included the suggestion to leave the canal and tow path open, and another suggested looking at options to increase local value during the construction phase, for example via a hydrogen pipeline.</p>
	Environmental recommendations	3	<p>The main focus of the comments within this theme included the need to reinstate agricultural land to a high standard following construction. This included</p>

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			<p>requests for drainage systems to be restored by specialist contractors to avoid a negative legacy on local businesses and landowners.</p> <p>Two comments suggested that the drainage systems should be correctly aligned during the routing of the pipeline, including avoiding placement diagonally across fields.</p>
	Route changes	7	<p>Comments directly relating to proposed route changes included:</p> <p>Ancient work including the raised section of the ridge and furrow system, should be avoided.</p> <p>Field edges should be followed where possible, and if access points are required, they should be located on field boundaries.</p> <p>One comment advised that the left side of the routing towards Fulstow, would not impact locals.</p> <p>One respondent proposed a change to the route corridor, allowing it to be further away from Cockerington and Grimoldby.</p> <p>Two comments recommended the pipeline be moved further north towards the edge of the corridor, for reasons including to avoid disturbing Louth Canal and associated ponds.</p> <p>Another comment suggested using the route of a previous project between Immingham and an offshore wind farm which avoided the AONB. It was advised that use of this route would be able to utilise the results of previously surveys, design drawings and existing access to land.</p>

Further project information required

- 5.3.22 As part of question five, respondents were asked if there were any aspects of the project that they would like more information on. Within this question, respondents could select more than one option. Each option selected was counted within the analysis. In total, 47 respondents answered this question.
- 5.3.23 Out of the total respondents, 33 individuals felt they would like more information on construction impacts and management, 19 respondents felt they would like further information on the delivery timing of the project, 17 requested information on the project's economic benefits, and 16 respondents requested information on how the project will secure planning consent. Further to this, 14 people wanted more information on job creation as well as how the project supports net zero.
- 5.3.24 12 respondents answered this question noting they would like information on 'other' aspects of the project. This included:
- information relating to compressor and air vent logistics and their subsequent locations;
 - information related to planning, particularly if a Local Planning Authority refuse planning consent, and project timeframes, which would be beneficial for land agents;

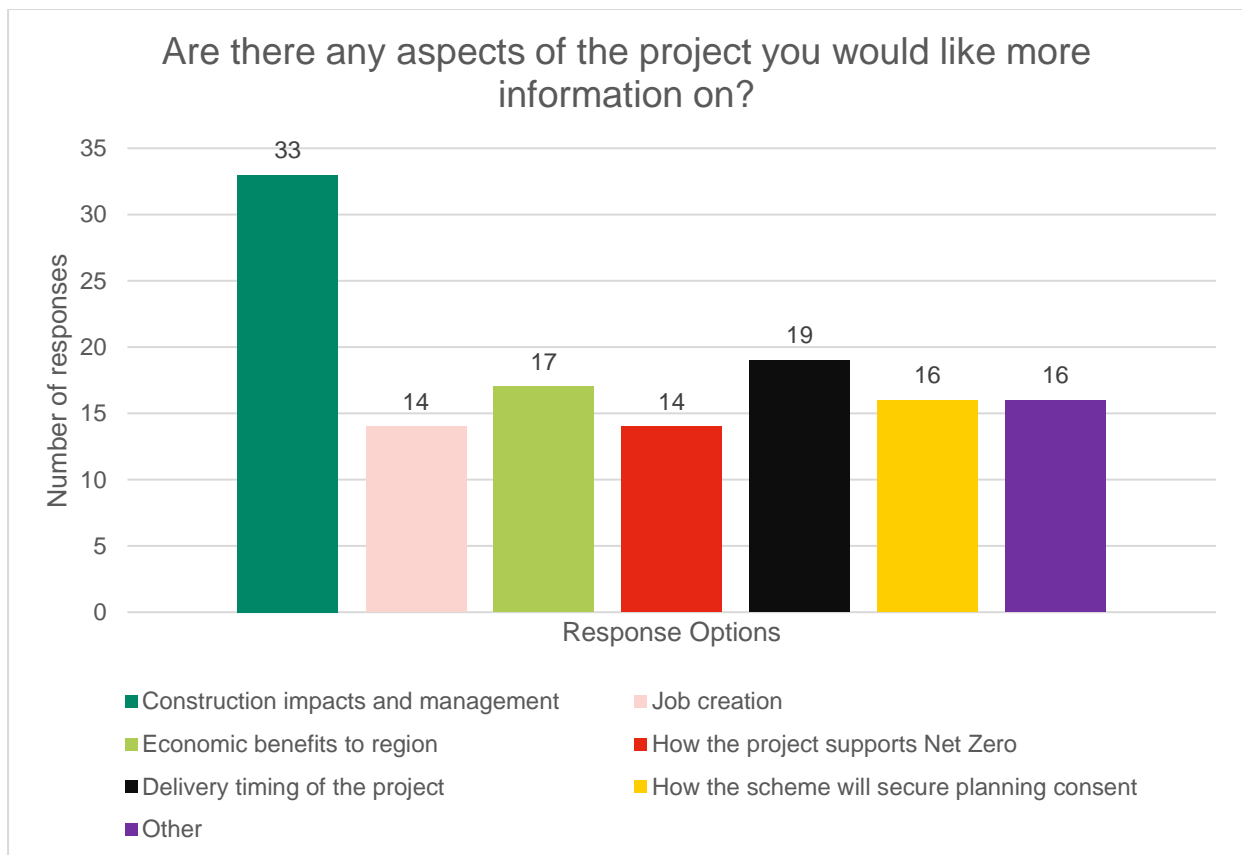
- potential landowner and business compensation for any possible and take, and the impact on property prices within the corridor;
- information about another project within the area; and
- pipeline installation methods at watercourse crossing points, particularly the Louth Canal and River Lud.

5.3.25 Other respondents requested further information on:

- supply chains;
- financial projection;
- environmental impacts;
- the number of recipients to the consultation invitations;
- canal tunnelling;
- potential disruptions; and
- the number of consultation event attendees.

5.3.26 A further breakdown of the distribution of responses to question five is detailed in **Figure 13** below.

Figure 13: Spread of responses regarding additional information required



Further comments or suggestions to consider

5.3.27 Question six asked respondents to submit any further comments or suggestions for the project team to consider. This question received 30 responses and, of the 30 responses to this question, there were 43 comments made in total. Each comment was categorised into a main theme and then further into a sub-theme. Of the total number of comments received,

the largest number of comments related to individual suggestions and recommendations (10 comments), which included sub themes of general suggestions, route changes and environmental considerations. This was followed by 7 comments focusing on consultation and 5 relating to pipeline design and operation.

5.3.28 **Table 8** provides a summary of the comments left by respondents, distributed across the themes identified.

Table 8: Themes related to additional comment or suggestions for the project team to consider

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	Energy transition and net zero, carbon reduction targets	1	One comment expressed they felt the target of burying 10 million tonnes of CO ₂ each year for 20 years was over ambitious but expressed hope that it would be possible.
	General project sentiment	3	The three comments relating to general project sentiment were diverse in nature. Of the comments received, they included general support for the overall project objectives and additionally expressed the view that the project was a money-making opportunity.
Environmental impact	Water and drainage	1	This comment advised the location of fast flowing dykes that run from Brackenborough Hall to the Louth Canal and additionally just before Yarburgh Village. The respondent advised that the particular dyke starting at Brackenborough Hall receives large amounts of water from surrounding fields, which fills quickly during prolonged rainfall. The extensive land drainage from surrounding fields for the dyke was commented on and it was highlighted that the proposed pipeline route would interface with the dykes.
Community impact	Residential and community impacts	1	One comment requested that night construction work is not undertaken near residential areas.
	Traffic and highways	2	Of the two comments left relating to traffic and highways, one requested that disruption to the local economy should be considered as a direct impact of traffic disruptions and the project should seek to find value where possible. Additionally, another comment suggested the traffic management plan should take appropriate caution regarding construction traffic near schools, particularly at Grimoldby School and the interface with the B122 junction.
Economy	Job creation	1	The comment queried whether construction work had been provisionally tendered to a contractor, as the individual would be interested in a role during the construction phase.
	Economic value	1	Relating to economic value, one comment queried how cost effective it would be for the pipeline to run through the countryside, as opposed to running offshore.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Safety	General safety	1	One comment listed potential safety concerns including amines, toxicity in terms of contamination and leak mitigation recommendations.
	Leaks concerns	1	One respondent questioned the impact of a pipeline leak on the environment and residents.
Land	Land access	2	One landowner felt access to their fields would be reduced due to the pipeline construction. A second comment provided their contact details to agree leads of terms with the land referencing agent.
	Land requirements	1	One individual requested that disturbance and temporary land take should be kept to a minimum.
Pipeline design and operation	Theddlethorpe Gas Terminal	1	In relation to TGT, the comment stated that the project would be using only a proportion of the site and questioned whether Harbour Energy would be returning the rest of the site to agricultural land as required by the original planning application.
	Pipeline monitoring	1	This comment requested intense monitoring of the pipeline, noting that its content should not be allowed to escape.
	Pipeline depth	3	One comment questioned the suitability of the proposed pipeline depth and its ability to avoid sabotage. Two comments were raised from a farming perspective felt the practice of cultivating down to 60cm and the pipeline should therefore be deep enough to avoid interference with future field cultivations.
Construction	Construction impacts	1	It was requested that above ground infrastructure should not be left, particularly those that would impact the farmers, the use of their land and productivity.
	Construction communications and consultation	1	One comment suggested the project engages engineering, procurement and construction contractors once the works are awarded.
Consultation	Consultation materials	1	One comment emphasised the difficulty in locating the survey from the consultation website.
	Consultation information	2	Of the two comments received, it was suggested that there was further interest in learning about the environmental impacts of the project. Another respondent stated that due their lack of computer access they would have liked to have attended an event in Immingham, however they were surprised that there was not one scheduled in this location.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
	Future consultation	4	<p>Comments within this sub theme requested future involvement in the next round of consultation and the need to consider local views.</p> <p>Other comments provided a view on who should be consulted in the statutory consultation, including a wider consultation zone, specific towns such as Mablethorpe, as well as consulting relevant institutions such as the Institution of Chemical Engineers.</p> <p>Further to this it was suggested that the statutory consultation should be held during the summer holiday period, due to an increase in local population at Mablethorpe.</p>
Other projects	Other projects, general	4	<p>Of the four comments relating to other projects, two related to the TGT site. One included a request for the guarantee that no other industry would be put on the site, as well as the dissatisfaction at the number of projects proposed within the area as they felt that this is distressing to residents. It was also said that industries in the area appeared to be unaware of interfacing plans and residents felt cynical that it was part of a wider effort to wear them down.</p> <p>Other comments received within this sub theme were identical and requested that above ground infrastructure was not left, particularly that which would affect farmers, their use of the land and the productivity. An example of another project's pipeline was provided, noting it left damage to the fields and roads. Further concern was raised for the long-term loss experienced by farmers and low compensation levels.</p>
Suggestions and recommendations	General suggestions	3	<p>Of the three general suggestions, one comment requested an improvement of the Louth Canal and towpath for disabled access, with a further comment noting they were still considering their suggestions.</p> <p>A further comment provided a recommendation for an alternative use of the site, which was to create an energy storage project, known as an Energy Dome. The respondent said this seemed logical due to the number of wind farms located in the area.</p>
	Environmental recommendations	5	<p>Of the comments relating specifically to environmental recommendations, there was a core focus on drainage.</p> <p>Two comments highlighted the need to reinstate agricultural land to a high standard following construction, and to ensure that drainage systems are restored by specialist contractors as opposed to civils contractors. It was emphasised that this would avoid leaving a negative legacy for both landowners and businesses.</p> <p>It was advised by the comments within this sub theme that the project should not downgrade</p>

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			<p>farmer's investments in the land, and some specifically clarified their drainage requirements.</p> <p>Further to this, experience with another pipeline project was mentioned, noting it left damage to the fields and roads and this should not be replicated for the V Net Zero pipeline. Further concern was raised for the long-term loss experienced by farmers and low compensation levels.</p> <p>It was also suggested that the project team consider donating to Lincolnshire Wildlife Trust to support environmental enhancement, and that pond feed from the aquifer should be protected.</p>
	Route changes	2	<p>Comments made regarding suggested route changes included the suggestion to place the pipeline in the Humber Estuary. It was also suggested that possible routes should not be prematurely ruled out until the consultation phase has been completed.</p>

Email responses

- 5.3.29 In total, three emails received during the consultation period were counted as consultation responses; however, they were analysed separately to the response forms.
- 5.3.30 Feedback received via email was analysed using the same methodology outlined in section 5.2.5 – 5.2.8; comments were categorised into main themes and then further into sub themes. In total, there were 18 comments received across 8 main themes. The most common main theme was environmental impact which received the 5 comments, followed by construction (4) project need (3), followed by land (2).
- 5.3.31 A breakdown of the comments received via email by theme can be viewed in **Table 9** below.

Table 9: Themes related to comments submitted by email

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	Energy transition and net zero, Carbon reduction targets	1	Stated the respondent's commitment to reduce their environmental footprint and registered their support for the project.
	General project sentiment	2	Comments within this theme provided general support for the project, including the potential to work alongside the project and support for the project principles and DCO application.
Environmental impact	Heritage		<p>Comments within this theme related to specific points of interest for the project to be aware of, with regards to heritage assets. This included:</p> <ul style="list-style-type: none"> - that Louth Canal is utilised for various water sports and activities;

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			<ul style="list-style-type: none"> - Alvingham lock and mill feed has heritage importance, therefore access should not be restricted; and - the significance of Stallingborough windmill as a home a heritage site, also adjacent to farmland. - The comment additionally requested that the proposed route would avoid their land and presence of ridge and furrow within the Stallingborough windmill's field.
	Biodiversity	1	The comment commented on the potential impact of the pipeline route on grazing ponies sited in Stallingborough field and that alternative grazing sites would need to be identified. The comment highlighted the potential negative publicity relating to this.
	Water and drainage	1	Comment expressed concern around the pipeline's proximity to Stallingborough windmill, due potential ground water disturbance and the subsequent impact on the windmill's foundations.
Planning	DCO application	1	A landowner along the route advised that they reserve the right to oppose the DCO or provide detailed representations, if required.
Land	Land access	1	<p>The feedback submitted informed that pipeline would cross under the A1173 main road and this would require access to and from the road from work sites.</p> <p>The comment emphasised the importance of maintaining landowner access and visibility to the main road.</p>
	Land requirements	1	Comment related to temporary land take and interface of the pipeline with regards to the landowner's home, and access to property.
Construction	Construction impacts	1	Comment expressed strong opposition for any temporary works, welfare or plant storage compounds within the vicinity of the Stallingborough windmill.
	Construction timescales	1	The comment requested that construction would not take longer than six months in any location.
	Installation methods	2	<p>One comment highlighted their conversation at the consultation event and outlined their preference for trenchless directional drilling with regards to the pipeline crossing the Louth canal and Mill feed near Alvingham lock.</p> <p>A second comment commented that the DCO requirements for construction meant the pipeline installation will need to be undertaken in accordance with a Construction Management Plan; noting the ground should be opened, the pipeline inserted, and then filled in discrete sections.</p>

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Consultation	Future consultation	1	One individual requested to be kept updated on the crossing techniques used for waterways.
Other projects	Other construction projects	1	The comment raised awareness of another local project which caused significant disruption for the respondent, because of installation not being carried out in discrete sections. The comment highlighted the impacts of this on local properties, including the environmental and noise pollution.
Suggestions / recommendations	Route changes	1	Comment expressed a preferred routing of the pipeline through the field located between Stallingborough Windmill and Mill Lane, due to its location adjacent to existing oil pipelines. This would avoid disruption to the windmill, existing oil pipelines and overhead power lines.

6. Design evolution

- 6.1.1 The feedback received during both early stakeholder engagement and public consultation has been reviewed throughout the project lifecycle. The following section sets out how this feedback will be considered as the route for the pipeline is refined, ahead of the statutory consultation.
- 6.1.2 The feedback summarised in the following sections includes feedback related to the design, routing of the pipeline or raise specific comments or concerns that require addressing by the project team. Where changes could not be made to proposals due to suggestions not being feasible within the project's parameters, justification or clarification has been provided below.
- 6.1.3 A breakdown of the feedback received for questions one and two, which require a project team response, can be viewed below in **Table 10**. Question one asked respondents to declare their main areas of interest in the project and question two requested the level of support for efforts to decarbonise industry by building carbon capture infrastructure.

Table 10: Feedback received for questions one and two and the project team's response.

Response to question number	Feedback received	Project team response
1	A respondent highlighted the proximity of their house to Theddlethorpe Gas Terminal and said that upon the time of their house purchase, residents were assured the site would be returned to agricultural land.	The project proposes to use some of the former TGT site where it will connect into the existing LOGGs pipeline. The wider TGT site will not be part of the project and is not owned by Harbour Energy.
2	Feedback suggested there was not sufficient data to assess hazards adequately. The respondent advised that a recent American pipeline failure raised concerns and queried how the V Net Zero pipeline project would address these issues. The respondent also advised that the Health and Safety Executive (HSE) recommendations and historical studies are somewhat sceptical regarding process.	Harbour Energy will design the project in line with all applicable design codes, legislation and best practice. All necessary safety, environmental and operability studies will be completed, and the company will leverage the knowledge gained from safely operating pipelines and reservoirs for over 50 years. Harbour Energy will work closely with regulatory bodies on the safety management systems for the project and ensure knowledge and best practice is shared across the industry.
2	Feedback suggested the route corridor will be close to Theddlethorpe School and expressed a preference for the pipeline to be moved away to the further edge of the corridor.	Harbour Energy will continue to review and refine the pipeline route corridor. Careful consideration has been given to the proximity of the pipeline to schools. Several corridor amendments have been implemented to help construct the project in a suitable area, that is as far away as reasonably practical.
2	Lack of understanding of the long-term effects of carbon capture.	The benefit of carbon capture is to prevent the release of significant amounts of CO ₂ to the atmosphere. CO ₂ is a powerful greenhouse gas and has been scientifically proven to contribute to global warming. Preventing the release of this gas to the atmosphere will help the UK meet its net zero targets and contribute to worldwide efforts to keep global climate temperature rise to below 1.5 degrees Celsius.

2	Feedback advised that replacing gas with CO ₂ is not guaranteed to prevent leakage and acidify water.	Harbour Energy has over 50 years of experience in the operation of gas reservoirs and pipeline systems in the North Sea. The identified storage reservoir has capacity to store over 300 million tonnes of CO ₂ and is covered with an extensive cap rock layer which acts as a "super seal". This same reservoir securely has held natural gas for millions of years.
2	Questions regarding whether industry had considered alternative ways to reduce emissions and concerns raised that the project ignores the real problem of dealing with the production of greenhouse gases.	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. Harbour Energy's V Net Zero CO ₂ Transportation and Storage project aims to transport 10 million tonnes of CO ₂ per year.
2	Uncertainty as to whether the project is in the correct area. Feedback also expressed the view that the Humber region was a small part of the world's emissions.	Decarbonising industries in the Humber area is needed not only to meet the UK Government's net zero goals, but also to preserve industry and the associated skilled jobs in the Humber and Lincolnshire region. The Humber region is the single largest emitter of CO ₂ in the whole UK, emitting more than 12 million tonnes of CO ₂ per year (WEF, 2022). Several of the largest emitters within the region are located within the Immingham area and there are high-quality storage sites located offshore in the North Sea, therefore the region is well placed to become a hub for carbon capture and storage technology.
2	Expressed preference for a project which involved carbon capture and utilisation rather than carbon capture and storage. Recommended that the Institution of Chemical Engineers are consulted as experts on this matter.	Harbour Energy will contact all statutory consultees about the project, which at this time does not include the Institution of Chemical Engineers; however, Harbour Energy will continue to work with industry and technical experts to optimise the project.
2	Further information requested on what would happen once reservoirs reach full capacity and the timeframe for this. Feedback stated that the bed of the North Sea is testament to the fact that over time, gas will escape.	Harbour Energy has over 50 years of experience in the operation of gas reservoirs and pipeline systems in the North Sea. The identified storage reservoir has capacity to store over 300 million tonnes of CO ₂ , sufficient for approximately 30 years of operation. The storage reservoir is covered with an extensive cap rock layer which acts as a "super seal". This same reservoir securely has held natural gas for millions of years. Should more storage be needed, Harbour Energy has access to multiple additional storage sites.
2	Expressed disappointment that the existing pipeline infrastructure between the Humber Bank and TGT cannot be reused, as well as Uniper's existing 20-inch pipeline.	Harbour Energy has investigated the existing pipeline infrastructure within the area; however, they are not suitable to transport CO ₂ , and this includes the Uniper 20-inch pipeline. The new V Net Zero pipeline that is proposed will be fully compliant with all current design codes, legislative requirements and best practice.
2	Concern the project may not be carbon beneficial overall.	Harbour Energy's V Net Zero CO ₂ Transportation and Storage project aims to capture and transport 10 million tonnes of CO ₂ . Whilst some emissions to air are inevitable during the construction phase, these will be far outweighed by a

significant order of magnitude once the Project is operational and capturing CO₂.

Preventing the release of CO₂ 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.

2	Concerns around utilising compulsory powers and negatively impacting landowners.	Harbour Energy is working closely with landowners to ensure an open and transparent process.
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6.1.4 A breakdown of the feedback received and the project team’s responses for question four can be viewed below in **Table 11**. Question four asked if respondents had any comments to make about the proposed corridor.

Table 11: Feedback received for question four and the project team’s response

Response to question number	Feedback received	Project team response
4	Request for further information around residential impacts, upon DCO consent.	<p>There are no proposals to route through or under houses along the pipeline corridor, as the corridor has been routed away from any direct interaction with buildings.</p> <p>Additional information relating to construction impacts will be available at the statutory consultation in late 2022. An Environmental Statement (ES) will also be prepared as part of the DCO application which will include more information on environmental impacts.</p> <p>Provided consent is granted for the project, in advance of construction works occurring, residents will be notified with details of the construction works planned, to help minimise disruption and to allow communities to plan for any disruption that cannot be avoided.</p>
4	<p>Concerns related to the potential disruption during construction to local towns and villages including impacts on noise, traffic movements and visual impacts at TGT.</p> <p>Queries were raised regarding whether residents would be compensated for disruptions.</p> <p>Further concerns registered by those who live in proximity to the proposed pipeline and the potential daily impacts they would experience.</p> <p>Preference stated for the construction work to take place in the summer holidays to avoid disruption.</p>	<p>Noise and vibration, air quality and traffic impacts are all included within the scope of the Environmental Impact Assessment (EIA) and will be assessed in detail within the ES. It is anticipated there will be minimal maintenance traffic or lighting associated with the operational pipeline.</p> <p>During construction, Harbour Energy will maintain best practice on site and through overall management of the project in accordance with the draft Construction Environmental Management Plan (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.</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. At statutory consultation, Harbour Energy will endeavour to provide further information on proposed mitigation measures to ensure that any effects on residents are appropriately managed in line with best practice guidelines.</p>

4	Request to prevent the demolition of houses.	The pipeline is being routed away from residential properties and there are no proposals for any properties to be directly impacted. A statutory consultation will be held in Q4 2022 which will present a more detailed pipeline route.
4	Request to avoid ancient agricultural features, including ridge and furrow and raised banners.	Whilst Harbour Energy aims to avoid ridge and furrow and the design has evolved with due consideration to this, should any fields with ridge and furrow need to be crossed, the landform will be returned to its original pattern and topography. This feedback will be considered by the project team and help to inform the ongoing design of the project.
4	Suggestion to avoid damaging wildlife reserves and sanctuaries, including woodland hedgerows and meadows.	The pipeline has been routed to avoid environmentally sensitive areas ecology, and biodiversity, and this has been key to determining the pipeline route. Where possible, the pipeline will cross arable land. An initial list of appropriate mitigation measures is identified in the Preliminary CEMP (PEIR Volume IV) and will be further defined and updated as the EIA progresses, and once the ES is produced. We are also aiming to achieve biodiversity net gain by 10%, (although not yet mandatory).
4	Request for minimal disruption to farming operations, to follow field edges and locate access points on the field boundaries.	Wherever possible the pipeline corridor has been routed to avoid severance of fields. Further to this, access to fields across the construction working width will be available for farmers and landowners. Engagement with landowners is ongoing to understand specific operational requirements. This will ensure Harbour Energy remain in line with commitments made in the draft CEMP.
4	Feedback suggested the route corridor is quite wide. Concerns raised by respondents due to the proximity to local houses and expressed hope that construction would not be lengthy.	The corridor presented at the non-statutory consultation was the widest possible area within which the pipeline could be routed, and the working construction width will be 30m wide. At the statutory consultation a refined pipeline route will be presented and will provide residents an opportunity to identify the proposals in relation to their houses. 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.
4	Request to only look at options that add further local value during installation e.g., a hydrogen pipeline.	This suggestion sits outside the scope of the V Net Zero pipeline project.
4	Suggestion for a re-route near Fulstow, towards the left side of the corridor. A further individual submitted a map of an alternative route corridor.	This feedback will be considered and help to inform the ongoing design of the project.
4	Advised that the route goes through the Louth Canal and therefore would like the pipeline moved further north.	The pipeline corridor has been routed to avoid environmentally sensitive areas, ecology, and biodiversity where possible. The exact proposals for each crossing point have not yet been finalised, but feedback received during the

	<p>Advised the canal houses otters, eels and possibly water voles. Suggested keeping the canal and tow path open</p> <p>Recommended use of a trenchless method to install the pipeline at waterways.</p>	<p>non-statutory consultation will be taken into consideration.</p> <p>Currently, for all major waterways, canals and towpaths, it is anticipated that a 'trenchless' technique will be used to install the pipeline.</p>
4	<p>Queries related to why an offshore marine pipeline was not being proposed.</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>
4	<p>Queried the routing of the corridor through the Lincolnshire Wolds AONB region. Advised this section of the proposed corridor would be difficult to justify and should be routed away from this area.</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 and the planning application for a large solar farm meant that this was not taken forward as a preferred option.</p> <p>Only a very short section of the pipeline is routed within the AONB and once installed the land and vegetation will be returned to its original state.</p>
4	<p>Feedback suggested that the corridor appeared to take the pipeline under Theddlethorpe Primary school.</p>	<p>Harbour Energy will continue to review and refine the pipeline route corridor. The current pipeline corridor does not route under Theddlethorpe Primary School.</p> <p>Careful consideration has been given to the location of the pipeline to schools and several corridor amendments have been implemented to create as much space as practicably possible between the route and schools.</p>
4	<p>Several comments stressed the importance of ensuring that agricultural land is reinstated to a high standard and that the farmer's drainage systems are restored effectively.</p>	<p>Harbour Energy will apply best practice when reinstating agricultural land, including to ensure drainage systems are restored effectively.</p>

6.1.5 The breakdown of the feedback received and the project team's responses for question five can be viewed below in **Table 12**. Question five asked if respondents would like further information on any aspects of the project.

Table 12: Feedback received for question five and the project team's response

Response to question number	Feedback received	Project team response
5	<p>Queried how many compressors would be required to transport the CO2 and if it would be stationed at Immingham or whether booster stations would be situated along the route.</p>	<p>The project is still in the initial design phase and the location of any required compression facilities will be determined as part of the detailed design work and in conjunction with safety and environmental studies.</p>
5	<p>Request for further information of supply chain opportunities.</p>	<p>The project is conducting early supply chain engagement with both local and national companies to ensure contracts are in place to deliver the project both safely and efficiently.</p>

5	Queried whether landowners would receive compensation.	Harbour Energy is working closely with landowners to ensure an open and transparent process.
5	Request for more information on financial projection.	To date all investment in the V Net Zero pipeline project has been funded by Harbour Energy.
5	Questioned the project's relationship with the Geological Disposal Facility (GDF) proposal and whether the V Net Zero pipeline prevents the GDF going ahead.	The V Net Zero pipeline project is a standalone project and as such, Harbour Energy cannot comment on any other projects.
5	Feedback questioned the number of air vents required and where they would be located.	The project is still in the initial design phase and the location of any required venting facilities will be determined as part of the detailed design work and in conjunction with the required safety and environmental studies.
5	Concerns on the effect of the project on property prices in corridor areas.	The pipeline route corridor is being continually reviewed and refined with the location of local communities and built-up areas being key factors in this process.
5	Questioned the process if a local council approves the project whilst another rejects it and whether planning permission had already been provided.	As the V Net Zero pipeline project is a Nationally Significant Infrastructure Project, it will be consented through the Planning Act 2008. If approved, consent to build the project will be granted by the Secretary of State for Business, Energy and Industrial Strategy.
5	Questioned how many people received invitations to attend drop-in meetings and make comments on the proposals.	Over 6,000 promotional postcards were distributed to residents and commercial businesses within a radius of 1.5 km from the centre of the route corridor. The consultation was also publicised on social media and on the project website. A further consultation will be held in late 2022 which will present a more detailed pipeline route and invite further feedback on the plans.
5	Advised that it would be beneficial to know the timescales for legal documentation, for land agents.	This response has been noted and will be passed to Gately Hamer to consider.
5	Respondent said they had received assurance that a no dig direction method would be used at the Louth Canal and River Lud.	Crossing proposals have not yet been finalised, however it anticipated that at crossing points, for example waterways, canals and towpaths, Harbour Energy will use a 'trenchless' technique called HDD to install the pipeline.

6.1.6 The breakdown of the feedback received which require a response are outlined in **Table 13**. Question six asked respondents to provide any additional comments or suggestions to be considered by the project team.

Table 13: Feedback received for question six and the project team's response

Response to question number	Feedback received	Project team response
6	Feedback received regarding safety concerns including amines, toxicity in terms of	Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a

Response to question number	Feedback received	Project team response
	contamination and leak mitigation recommendations.	<p>commitment to all requirements of safety management.</p> <p>All necessary safety, environmental and operability studies will be completed, and Harbour Energy will leverage the knowledge gained from safely operating pipelines and reservoirs for over 50 years.</p> <p>Harbour Energy will work closely with regulatory bodies on the safety management systems for the project and ensure knowledge and best practice is shared across the industry.</p>
6	<p>Requested a guarantee that no other industry will be put on the TGT site.</p> <p>Expressed distress at the various developments taking place by different companies at the Theddlethorpe Gas Terminal. Residents expressed cynicism towards the plans.</p>	<p>The project proposes to use some of the former TGT site where the V Net Zero pipeline will connect into the existing LOGGs pipeline. The wider TGT site will not be part of the project and is not owned by Harbour Energy.</p> <p>A statutory consultation will be held in late 2022 where more information will be provided on the proposals and feedback will be requested.</p>
6	Further request for strict monitoring of the CO ₂ to prevent leaks.	<p>Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a strong commitment to all requirements of safety management.</p> <p>This includes ensuring the carbon transportation and storage system is designed with rigorous safety standards and in line with all applicable design codes.</p> <p>Harbour Energy will work closely with regulatory bodies on the safety management systems for the project and ensure knowledge and best practice is shared across the industry.</p>
6	Depth of pipeline was queried, including whether 1.2 metre depth was deep enough to avoid sabotage.	<p>1.2 metres is the current best practice depth for a buried pipeline. In some cases, the pipeline will be deeper than this, for example at road or railway crossings.</p>
6	Questioned what effects a potential leak could have on the environment and residents.	<p>Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a commitment to all requirements of safety management.</p> <p>This includes ensuring the carbon transportation and storage system is designed with rigorous safety standards and in line with all applicable design codes.</p> <p>Harbour Energy will also work closely with regulatory bodies on the safety management systems for the project and ensure knowledge and best practice is shared across the industry.</p>
6	Opinion that the project is a money-making opportunity rather than to provide environmental benefits.	<p>Harbour Energy's V Net Zero CO₂ Transportation and Storage project aims to capture 10 million tonnes of CO₂.</p> <p>Carbon capture, transportation and storage is one component of a set of solutions needed to meet the UK government's net zero targets, with renewable</p>

Response to question number	Feedback received	Project team response
		energy, electric vehicles and hydrogen also playing key roles.
6	Request to help engage the engineering, procurement and construction (EPC) contractors once the works are awarded.	The project is conducting early supply chain engagement with both local and national companies to ensure contracts are in place to deliver the project both safely and efficiently.
6	Feedback suggested that more people should be consulted on the proposals. Advice should be sought from relevant institutions e.g., the Institution of Chemical Engineers.	Harbour Energy will contact all statutory consultees about the project which at this time does not include the Institution of Chemical Engineers. However, Harbour Energy will continue to work with industry and technical experts to optimise the project.
6	Possible routes for the proposed corridor should not be prematurely ruled out until the consultation phase has been completed.	Potential routes are being considered as part of the ongoing design process. A statutory consultation will be held in late 2022 where more information will be provided on the plans and feedback will be requested.
6	Questioned whether the un-utilised section of Theddlethorpe Gas Terminal would be returned to agriculture as required by the original planning application. Advised to construct energy domes as an alternative use of the site.	The project proposes to use some of the former TGT site where the V Net Zero pipeline will connect into the existing LOGGs pipeline. The wider TGT site will not be part of the project and is not owned by Harbour Energy. Energy domes are not within the scope of this project.
6	Feedback registered an interest in a role during the construction phase and questioned if the construction works have been provisionally tendered.	The project is conducting early supply chain engagement with both local and national companies to ensure contracts are in place to deliver the project both safely and efficiently. The latest information on the project will be posted on the V Net Zero pipeline website.
6	Request for the next consultation to be hosted during a summer holiday period due to an increase in local population in Mablethorpe.	Mablethorpe is not situated within the corridor of the proposed pipeline therefore it is not directly impacted by the project. The statutory consultation will be publicised via press notice, social media and landowners, residents and businesses within the pipeline corridor will be notified to increase awareness of the consultation.
6	Request that construction work does not occur at night close to residential areas.	It is anticipated that general construction will take place between the hours of 7am and 7pm. Harbour Energy will carefully control construction activities that cause dust, noise and vibration and mitigation measures will be put in place to ensure that any effects on residents are appropriately managed in line with best practice guidelines. If HDD is required to install the pipeline at major crossings, then operations may be undertaken over 24-hours, however the two crossings being considered are relatively remote.
6	Queried the environmental impacts and the cost effectiveness of the project.	An EIA is being undertaken to identify any potentially significant effects. Initial findings

Response to question number	Feedback received	Project team response
		<p>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.</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>
6	Advised that access to the landowner's field would be split in half by the pipeline.	Harbour Energy will work with landowners with the aim to minimise effects on their land and farming practices. Wherever possible, access will be provided to enable landowner access for vehicles and livestock access across the working area.
6	Request to consider disruption to the local economy as a result of traffic disruptions.	<p>As assessment of potential traffic impacts is included within the scope of the EIA. Mitigation measures will be put in place to ensure that any effects on residents are appropriately managed in line with best practice guidelines. An initial assessment will be included within the PEIR Volume II – Chapter 12.</p> <p>Both the traffic and transport assessment and the subsequent traffic management plan will carefully consider any potential impacts of construction traffic.</p>
6	Feedback left raised dissatisfaction at locating the survey.	In response to the feedback, the website was updated to include a direct link to the response survey from the homepage. This will also be considered when preparing for the statutory consultation.
6	Request to locate the pipeline in the Humber Estuary.	In the routing phase, several restrictions were identified which prevent the V Net Zero pipeline from being routed in the Humber Estuary. This included the presence of the major shipping and anchoring channel to the north, an active Ministry of Defence site and protected environmental areas.
6	Request to improve the Louth canal and towpath's disabled access.	This feedback has been noted.
6	Advised the location of fast flowing dykes between Brackenborough Hall to the Louth Canal and additionally just before Yarburgh Village.	This information has been noted and will be passed to the environmental team for consideration.
6	<p>Several comments emphasised the need to reinstate agricultural land to a high standard following construction. This included requests for drainage systems to be restored by specialist contractors and</p> <p>suggestions that drainage systems should be correctly aligned during the routing of the pipeline, including avoiding placement diagonally across fields.</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>The only proposed above ground elements of permanent infrastructure will be where the pipeline takes off at Immingham and where it connects to the LOGGS pipeline connection at Theddlethorpe.</p>

Response to question number	Feedback received	Project team response
	Request that aboveground infrastructure is not left which could potentially reduce the ability to use farmland.	It is anticipated there will also be three block valves located along the route. More information on above ground infrastructure will be available at the statutory consultation.
6	Request to consider donating to Lincolnshire Wildlife Trust.	This feedback has been noted.

6.1.7 The breakdown of the feedback received via email which requires the project team's response is outlined in **Table 14**.

Table 14: Feedback received via email and the project team's response

Feedback received	Project team response
<p>Preference for routing in the vicinity of Stallingborough Windmill to be through the field located between the windmill and Mill Lane.</p> <p>This comment commented that this alternative routing would lie adjacent to the existing oil pipelines, avoid disruption to the windmill, oil pipelines and overhead powerlines.</p>	<p>Since the non-statutory consultation period the pipeline corridor has been re-routed further west in this location. The pipeline corridor route is now approximately 630m west of Stallingborough Windmill and 470m west of the Stallingborough Grange Hotel.</p>
<p>If the pipeline was routed through the field between the Windmill and Stallingborough Grange Hotel, alternative grazing would be required for the resident horses and the pipeline would also interface with the ancient ridge and furrow system present in the field.</p>	<p>Since the non-statutory consultation period the pipeline has been re-routed further west in this location. The pipeline corridor route is now approximately 630m west of Stallingborough Windmill and 470m west of the Stallingborough Grange Hotel.</p> <p>Whilst the route aims to avoid ridge and furrow, should any fields with ridge and furrow need to be crossed, the landform will be returned to its original pattern and topography.</p>
<p>Suggestion that construction should be undertaken in accordance with a Construction Management Plan and that construction should ideally not take longer than six months at any location.</p>	<p>Noise and vibration, air quality and traffic impacts are all included within the scope of the EIA. Mitigation measures will be put in place to ensure that any effects on residents are appropriately managed in line with best practice guidelines. A draft CEMP will be prepared and included within the Environmental Statement. This document would be further developed by the chosen contractor who would be responsible for ensuring the works is undertaken in line with the CEMP.</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>Feedback submitted informed that pipeline would cross under the A1173 main road, and this would require access to and from the road from work sites.</p>	<p>It is not anticipated that there will be road closures as a result of construction works for the project.</p> <p>Crossing proposals have not yet been finalised, however it anticipated that this crossing will use a 'trenchless' technique, most likely to be a method</p>

Feedback received

Project team response

The comment emphasised the importance of maintaining landowner access and visibility to the main road.

known as augur boring. The route has been developed to try and limit any impact on land use during construction, including avoiding road crossings at existing field access points.

Opposition towards temporary works, welfare and plant storage compounds within the vicinity of Stallingborough windmill.

Harbour Energy will discuss with landowners and occupiers of land requirements for construction compounds, access and monitoring during the construction phase. However, since the non-statutory consultation period, the pipeline corridor has been re-routed further west in this location.

The pipeline corridor is now approximately 630m west of Stallingborough Windmill and 470m west of the Stallingborough Grange Hotel. There are no proposals for locating a compound in this location.

7. Conclusion

- 7.1.1 The non-statutory consultation has provided an opportunity to gain key early public perceptions of the project and proposed route corridor for the V Net Zero pipeline. The feedback received throughout this period will be considered where appropriate and help inform the ongoing design of the project.
- 7.1.2 Overall, the majority of those who responded to the non-statutory consultation expressed support for the project's efforts to decarbonise industry by building carbon capture infrastructure in the area. There was also support for the project rationale, with acknowledgement of the importance of meeting government carbon reduction targets through carbon capture and storage technologies.

Impacts and routing

- 7.1.3 There was a strong interest from respondents to see further information about the detailed route of the pipeline and construction impacts and timings, particularly with regards to any disruption to landowners, local communities, businesses, and agriculture during construction. Further to this, queries related to pipeline design, operation and safety were raised by some respondents as well as the interface with TGT. More detailed information on the preferred pipeline route, construction methods, and the operation of the pipeline will be provided at the statutory consultation.
- 7.1.4 Feedback also focused on the project's environmental impacts, particularly related to local biodiversity, agricultural drainage, and the justification behind routing in the AONB. As part of the statutory consultation, more information will be provided on both construction and environmental impacts. The PEIR will be presented as part of the statutory consultation and will share detailed information on the likely environmental impacts of the project and outline what measures will be taken to mitigate and manage these.
- 7.1.5 There were also several suggestions from landowners relating to re-routing, such as proposed alternative routes to avoid specific areas, including environmental and agricultural features and heritage sites. The feedback containing suggestions or recommendations that required further investigation or justification are summarised in section 6 and will be considered by the project team.

Consultation approach

- 7.1.6 The spread of respondents' postcodes highlighted the high level of local interest in the project and its benefits and impacts. The majority of respondents live close to the pipeline corridor, including in Immingham, North Thoresby, Louth and Grimoldby. A key finding was that respondents who live close to the southern section of the corridor were less supportive of the project and the efforts to decarbonise industry using carbon capture in the area, compared to those living towards the north of the pipeline corridor.
- 7.1.7 Building on these findings, the statutory consultation events will be held in similar venues near to the preferred pipeline route, including in Immingham and Louth. The aim of this is to accommodate more members of the community who may commute to or travel through the area.
- 7.1.8 Other learnings from the non-statutory consultation will be used to inform the approach to the statutory consultation. For example, most respondents heard about the consultation via postcard delivery, and demographic analysis highlighted that most respondents sat within an older age bracket. Therefore, publicity for the statutory consultation will aim to use a mix of activities to target a broader demographic. and statutory notices within national and local

papers. Harbour Energy will also work with local authorities to best understand how to target groups that are under-represented in the planning process.

8. Further non-statutory consultation

8.1 Introduction

8.1.1 Further to feedback received during the initial public consultation in spring 2022, and further technical work undertaken by the V Net Zero pipeline project team, several changes were made to the proposed corridor.

8.1.2 As a result, a further non-statutory consultation on the updated corridor was held between **Thursday 8 September and Thursday 6 October 2022**. The consultation sought the views of the local community, stakeholders and landowners on the updated corridor. Feedback received during this further non-statutory consultation helped to inform the development of the proposals and contributed to the detailed design of the pipeline route (which will be the subject of the project's statutory consultation).

9. Approach to further non-statutory consultation

9.1 Approach to consultation

- 9.1.1 The approach to consultation and engagement for the further non-statutory consultation built on the successful approach used at the first stage of non-statutory consultation in the spring. A hybrid approach to consultation was taken, which consisted of both in-person events and a virtual consultation via the VCR.
- 9.1.2 The further consultation ran for four weeks from Thursday 8 September and Thursday 6 October 2022.
- 9.1.3 Updated route maps of the proposed pipeline corridor were displayed during the further non-statutory consultation, showing both the updated corridor and the superseded corridor presented at the initial non-statutory consultation. The maps are included in **Appendix R**.
- 9.1.4 As part of the further consultation, additional residents, businesses and landowners who may be affected by, or have an interest in, the proposals were identified based on the changes made to the route corridor. Landowner engagement was undertaken by Gately Hamer to discuss the project with newly identified landowners.
- 9.1.5 Key stakeholders engaged in the initial non-statutory consultation, such as Historic England, Natural England, The Environment Agency, the Lincolnshire Wolds Area of Outstanding Natural Beauty and the Planning Inspectorate, were additionally informed of the proposed pipeline corridor changes. Briefings were offered to elected members and MPs and subsequently a meeting was held with Victoria Atkins, MP for Louth and Horncastle in Lincolnshire.

9.2 Publicising the consultation

- 9.2.1 A publicity campaign was launched for the further non-statutory consultation, including postcard distribution; letters to landowners, MPs and local councillors; and social media promotion.

Postcard distribution

- 9.2.2 Postcards were developed to promote the further non-statutory consultation and provide details regarding the consultation events, how to provide feedback and how to contact the project team. A copy of the postcard can be viewed in **Appendix L**.
- 9.2.3 Ahead of the consultation launch, over 6,400 postcards were delivered to residents and businesses situated along the updated route corridor. The distribution area included the same 1.5km buffer used at the non-statutory consultation, as well as a 1.5km buffer from the centre of updated sections of the pipeline route corridor.
- 9.2.4 Over 250 postcards were additionally delivered to affected landowners in order to notify them of the consultation and encourage them to submit their views.

Online promotion and social media

- 9.2.5 A social media campaign was launched by the V Net Zero Cluster social media accounts, prior to the consultation launch. Promotional posts were issued leading up to, and

throughout, the consultation on Twitter and LinkedIn. Examples of the social media activity can be viewed in **Appendix M**.

- 9.2.6 Overall, the posts on Twitter gathered 10 retweets and 17 likes. The posts on LinkedIn reach 120 likes and 18 shares. Over the four-week period, the V Net Zero Pipeline Cluster LinkedIn page had over 94 views.

9.3 Consultation materials

- 9.3.1 A suite of consultation materials were produced to illustrate the changes made to the proposed pipeline corridor and provide more information about the project, including the upcoming consultation events and how to provide feedback on the proposals. The materials were available to view both online and in person at the consultation events and could be requested via post using the contact details provided.

Project website

- 9.3.2 Details about the consultation were available on the project website, which could be accessed at: <https://www.vnetzeropipeline.co.uk/>. The website provided general project information, including key milestones, contact details and information for landowners. Additionally, a direct link to the VCR was provided, which hosted the main consultation materials, including exhibition boards, brochure, response form and FAQ document which could be downloaded free of charge.
- 9.3.3 Throughout the consultation period, the V Net Zero pipeline webpage received 1,847 views and was visited by 1,307 users.

Consultation brochure

- 9.3.4 A 16-page consultation brochure was produced, which outlined the purpose of consultation, illustrated the changes to the proposed pipeline corridor route and included information on the planning process, construction methodology and project timescales. The brochure was available to users online and hard copies were available to take away at the consultation events. The brochure can be viewed in **Appendix N**.

FAQs

- 9.3.5 An FAQ document was developed to provide answers to some of the most frequently asked questions about the V Net Zero pipeline. FAQs were available to view at the consultation events, on the VCR and could also be accessed from the project website. A copy of the FAQ document can be viewed in **Appendix O**.

Exhibition boards

- 9.3.6 Eight exhibition boards were designed for the in-person consultation events and were also displayed in the VCR. The boards provided information on the previous consultation, how the project was working towards a low carbon future, benefits of the project, environmental context, planning and route development, construction, next steps, and a map of the updated route corridor. The content of the boards can be viewed in **Appendix P**.

Maps

- 9.3.7 Detailed maps were provided for the further non-statutory consultation and aimed to outline the changes to the proposed route corridor. Maps of the corridor route divided into 10 sections were provided digitally on the VCR and hard copy maps were also provided at the consultation events. Copies of the maps presented at further non-statutory consultation can be viewed in **Appendix Q**.

9.4 Virtual Consultation Room

- 9.4.1 The VCR was utilised at the further non-statutory consultation to provide an interactive and accessible way to take part in the consultation. This provided greater flexibility for individuals who were unable to or did not want to attend the in-person events.
- 9.4.2 The VCR was available to access 24 hours a day from the project website. The platform displayed copies of the consultation materials, including the exhibition boards, project brochure, maps of the proposed pipeline corridor, FAQ document, and a digital response form. Copies of the materials, including the response form were available to download, free of charge.
- 9.4.3 Throughout the consultation period, the VCR received 286 sessions from 186 individual users.

9.5 Consultation events

- 9.5.1 Two in-person events were held on 13 and 14 September 2022. These were located in areas where the most significant changes had been made to the pipeline corridor.
- 9.5.2 The events provided an opportunity for the project team to engage directly with the local community and landowners following the changes made to the corridor. In total, there were 90 attendees across both events. Further detail on the events, including a breakdown of attendees is outlined in **Table 15**. A summary of verbal feedback received at the event can also be read in **Table 16**.
- 9.5.3 At the consultation events, eight exhibition boards referenced in section 10.3.6 were displayed around the room for people to view. Copies of the maps were available for people to view in more detail and were also displayed on iPads. Printed copies of the consultation brochure, the response form, and the FAQ document were displayed for attendees to refer to.

Table 15: Further non-statutory drop-in event locations and attendees

Event location	Date and time	Number of attendees
Brackenborough Hotel, Cordeaux Close, Louth, LN11 0SZ	13 September 2022 3pm-7pm	64
Healing Manor Hotel Stallingborough Road, Healing, DN41 7QF	14 September 2022 3pm-7pm	26

Table 16: Summary of feedback received at the events

Event location	Summary of feedback received
Brackenborough Hotel 13 September 2022	<p>Questions were raised relating to the Geological Disposal Facility proposals and whether both projects could co-exist.</p> <p>Local business requested notification of the statutory consultation.</p> <p>Safety concerns were raised, including questions regarding leakage and reference to other projects.</p> <p>Another attendee queried the state of the gas that would pass through the pipeline.</p> <p>The length of time to reach full capacity at the storage site was queried.</p> <p>Questions were raised relating to the integrity of the pipeline.</p>

The carbon footprint of the project was questioned.

Multiple attendees queried the pipeline burial depth and above ground elements, as well as the life of the project and the quantity of CO₂ that could be stored.

Some landowners suggested alternative routes.

Questions were raised around building on the land above the pipeline.

Healing Manor Hotel
14 September 2022

Questions were raised regarding the use of existing pipeline corridors in the area.

The length of time to reach full capacity at the storage site was queried.

Some residents shared their support for the revised route as the corridor had moved further away from their homes.

A local charity questioned the social value opportunities of the project.

Further questions were raised relating to the LOGGS pipeline, storage reservoir, local archaeological interests and burial sites.

9.6 Consultation correspondence

- 9.6.1 The communication channels for the project remained the same as the spring 2022 non-statutory consultation and can be viewed in section 4.7.

10. Feedback received at the further non-statutory consultation

- 10.1.1 This section provides an overview of the main themes that emerged from the feedback received during the further non-statutory public consultation period. The response form allowed respondents to comment on several aspects relating to the proposals and updated pipeline corridor. The response form mirrored the response form for the initial non-statutory consultation to ensure that everyone had a consistent opportunity to respond to the proposals as a whole
- 10.1.2 A total of 36 response forms were received during the consultation period. 19 responses were submitted online, seven responses were sent in via freepost, eight were sent in by land agents on behalf of landowners via email, one was sent via email, and one was completed at a consultation event.
- 10.1.3 Separate to the 36 response forms, two emails, two letters and one map containing corridor specific feedback were received and analysed separately to the responses received via the response form.
- 10.1.4 Feedback received during the further consultation has been split between the different questions of the response form and key themes and sub-themes have been identified within each section. Where respondents did not answer the question, this has been excluded from the analysis and figures shown.

Further consultation feedback analysis methodology

- 10.1.5 The feedback analysis methodology for the further non-statutory consultation was consistent with the methodology used for the initial non-statutory consultation, as outlined in section 5.2. A coding spreadsheet correlating to the response form (see **Appendix R**) was developed to collate and categorise the responses received and to identify central themes.
- 10.1.6 The coding spreadsheet included tabs relating to the interests of the respondents on the project, the levels of support and their understanding of the rationale behind Harbour Energy's proposals, as well as any additional comments or questions on the route corridor and sought feedback on further information required.
- 10.1.7 Qualitative feedback received in response to the free text elements of the response form (questions two, four and six) was coded thematically. The main themes were identified and then feedback was categorised into further specific sub themes. 14 main themes were identified, which included construction, safety, community impacts, environmental impacts and routing and changes to the route. A summary of the main and sub themes identified throughout analysis is displayed in **Table 17**.

Table 17: Summary of main themes and sub themes identified from feedback received

Main themes identified	Sub themes identified
Project need	Energy transition, net zero and carbon reduction targets General project sentiment

Main themes identified	Sub themes identified
Environmental impact	<ul style="list-style-type: none"> • Carbon emissions and global warming • Construction • Visual • Noise • Heritage and archaeology • Biodiversity • AONB • General • Water and drainage • Suggested mitigations
Environmental benefits	<ul style="list-style-type: none"> • General environmental benefits • Biodiversity • Heritage and archaeology
Planning	<ul style="list-style-type: none"> • DCO application • General planning comment • Local Planning Authorities • Timescales
Community impact	<ul style="list-style-type: none"> • Residential and community impacts • Business, jobs and tourism • Traffic and highways • Communications • Social value
Economy	<ul style="list-style-type: none"> • Job creation • Economic impacts • Economic value
Safety	<ul style="list-style-type: none"> • Leaks concerns • General safety • Hazard and safety assessment • Security • Other projects
Land	<ul style="list-style-type: none"> • General land comments • Land access • Compulsory Purchase Order (CPO) • Land requirements
Pipeline design and operation	<ul style="list-style-type: none"> • Theddlethorpe Gas Terminal • Pipeline capacity • Pipeline materials
Construction	<ul style="list-style-type: none"> • Construction impacts • Construction timescales • Construction communications • Construction reinstatement • Construction traffic • Construction methods
Consultation	<ul style="list-style-type: none"> • Consultation information • Consultation process • Future consultation

Main themes identified	Sub themes identified
Other projects	<ul style="list-style-type: none">• Humber Zero• Existing pipelines and pipeline routes• GDF project• General• Sewage Works Project
Suggestions / recommendations	<ul style="list-style-type: none">• General suggestions• Environmental recommendations• Agricultural and farmland recommendations• Social value• Route changes
Routing and changes to the route	<ul style="list-style-type: none">• General sentiment to routing and changes• Existing pipeline routes and infrastructure

10.2 Public consultation feedback analysis

10.2.1 The following sections provide an overview of the analysis of the responses received during the further non-statutory consultation period.

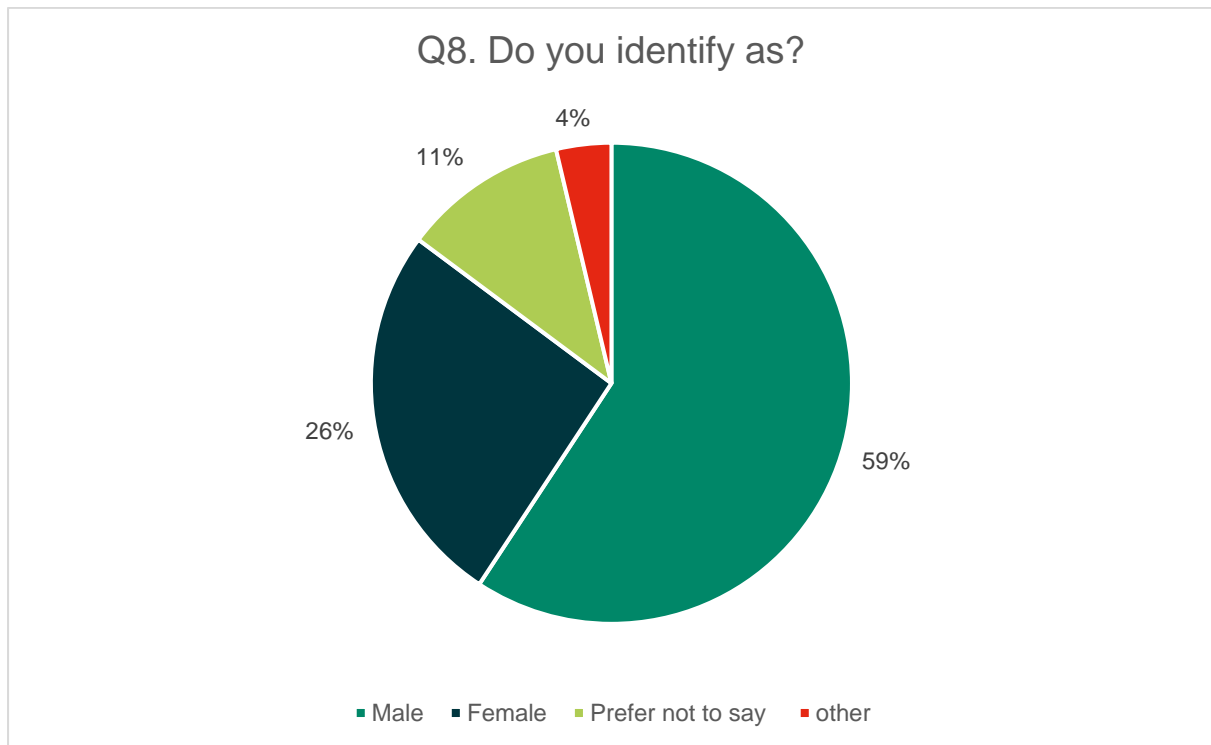
Demographics

10.2.2 The 'about you' section of the response form aimed to understand the audience of the consultation, including information on age, gender identity, location, and how people had learnt about the consultation. Not all respondents chose to provide an answer to these questions.

Gender identity

10.2.3 Question eight asked individuals to respond with how they identify. Of the 36 respondents, 28 responded to this question. 59% identified as male and 26% as female. 11% of individuals preferred not to share how they identified and 4% identified as 'other'. The distribution of responses to question eight is displayed in **Figure 14**.

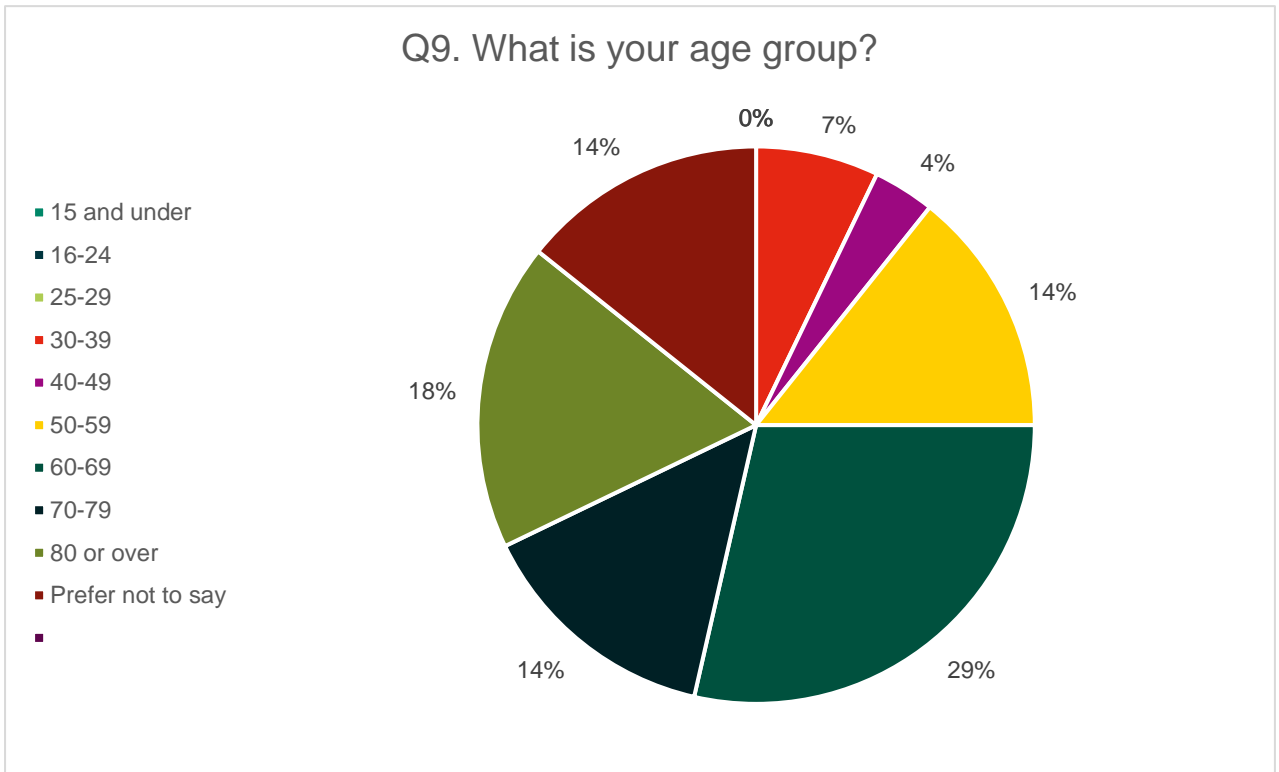
Figure 14: Chart illustrating how respondents identify



Age of respondents

- 10.2.4 Question nine asked respondents to select their corresponding age group. The survey included ten options, consisting of various age brackets spanning from aged 15 and under, up to 80 and over. Respondents could also select the prefer not to say option.
- 10.2.5 Of the 28 responses to this question, 28% of respondents were 60-69, followed by 18% of respondents falling within the 80 and over category. 14% of respondents were 50-59 and 14% of respondents fell in the 70-79 age range. 7% of respondents were between the ages of 30-39, 4% of respondents were 40-49. There were no respondents aged 25-29, 16-24 or 15 or under. Additionally, 14% of respondents selected 'preferred not to say'. The distribution of answers to question nine is displayed in **Figure 15**.

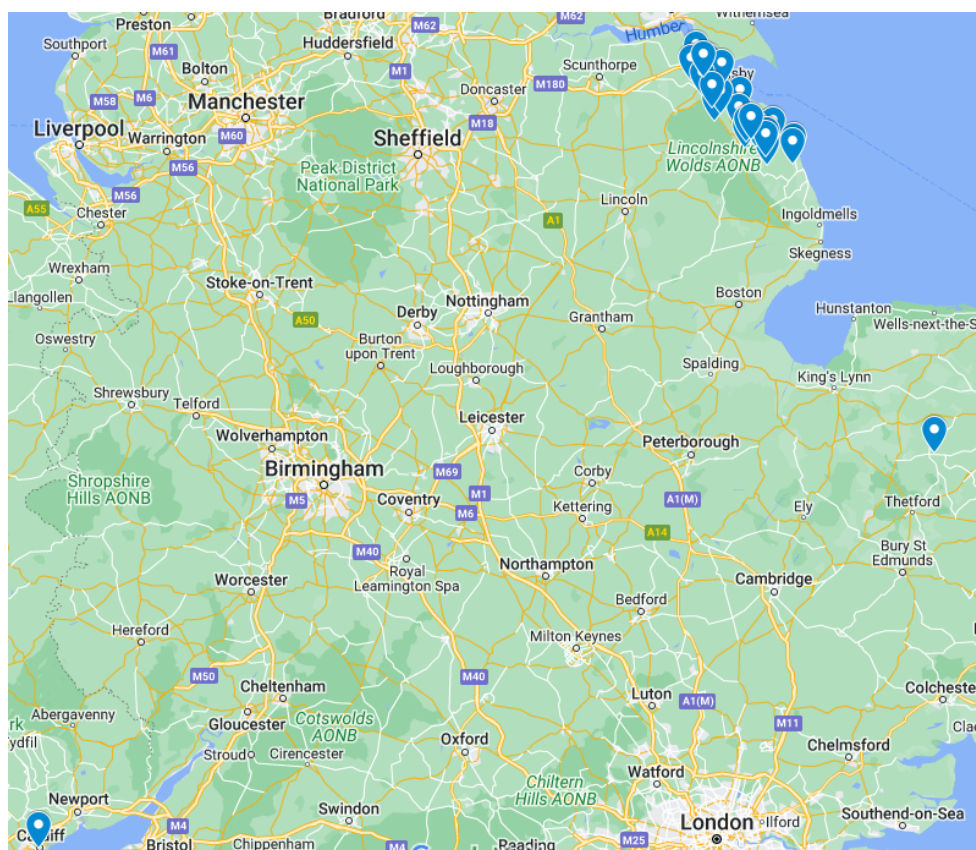
Figure 15: Chart illustrating the age distribution of respondents



Geographic location of respondents

10.2.6 This question received 30 responses. Not all individuals chose to respond and those who did not respond have not been included in the map below. Most respondents lived within close proximity to the pipeline corridor, including Alvingham, Stallingborough, Laceby, South Cockerington, Yarburgh and Theddlethorpe. Other responses were received within Lincolnshire, North and East Lincolnshire, and elsewhere within the UK, including Cardiff and Norwich. The distribution of the consultation responses is displayed below in **Figure 16**.

Figure 16: Spread of further non-statutory consultation responses that provided a postcode



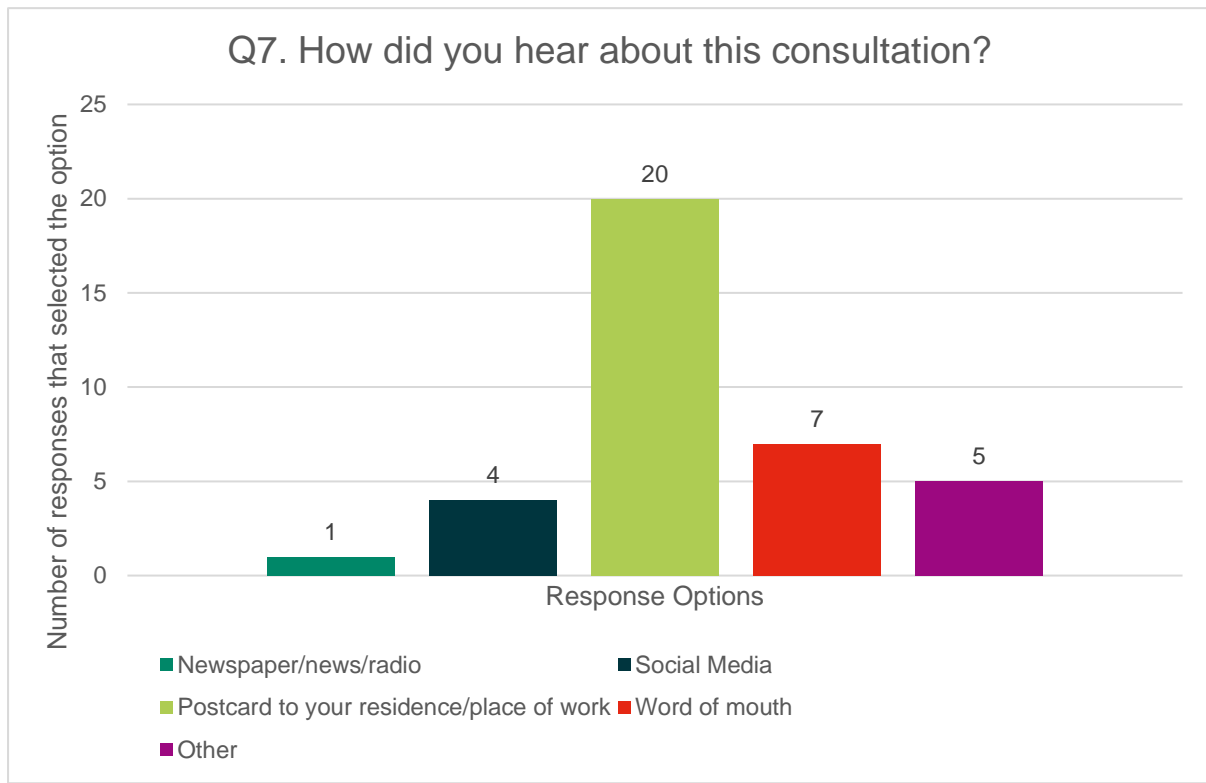
Project specific analysis

10.2.7 This section includes an analysis of the questions which asked respondents to provide their views on the proposals and the updated pipeline corridor for the V Net Zero pipeline. This included both qualitative and quantitative responses. A breakdown of the responses is outlined in the sections below.

How respondents heard about the consultation

- 10.2.8 Question seven asked respondents how they had heard about the consultation and associated events. 30 individuals responded to this question and were able to select more than one option on the form.
- 10.2.9 Of the 30 total respondents, 20 people heard about the consultation through postcard notification to their residence or place of work, followed by seven respondents who heard of the consultation by word of mouth. Four respondents learnt of the consultation via social media, one respondent heard of the consultation via newspaper, news and radio, and no individuals found the consultation through a local ward councillor.
- 10.2.10 In response to question seven, five respondents heard about the consultation via other methods. This included via direct contact with Harbour Energy, through their role as a land agent and through a business partner.
- 10.2.11 The distribution of responses to question seven is displayed in **Figure 17**.

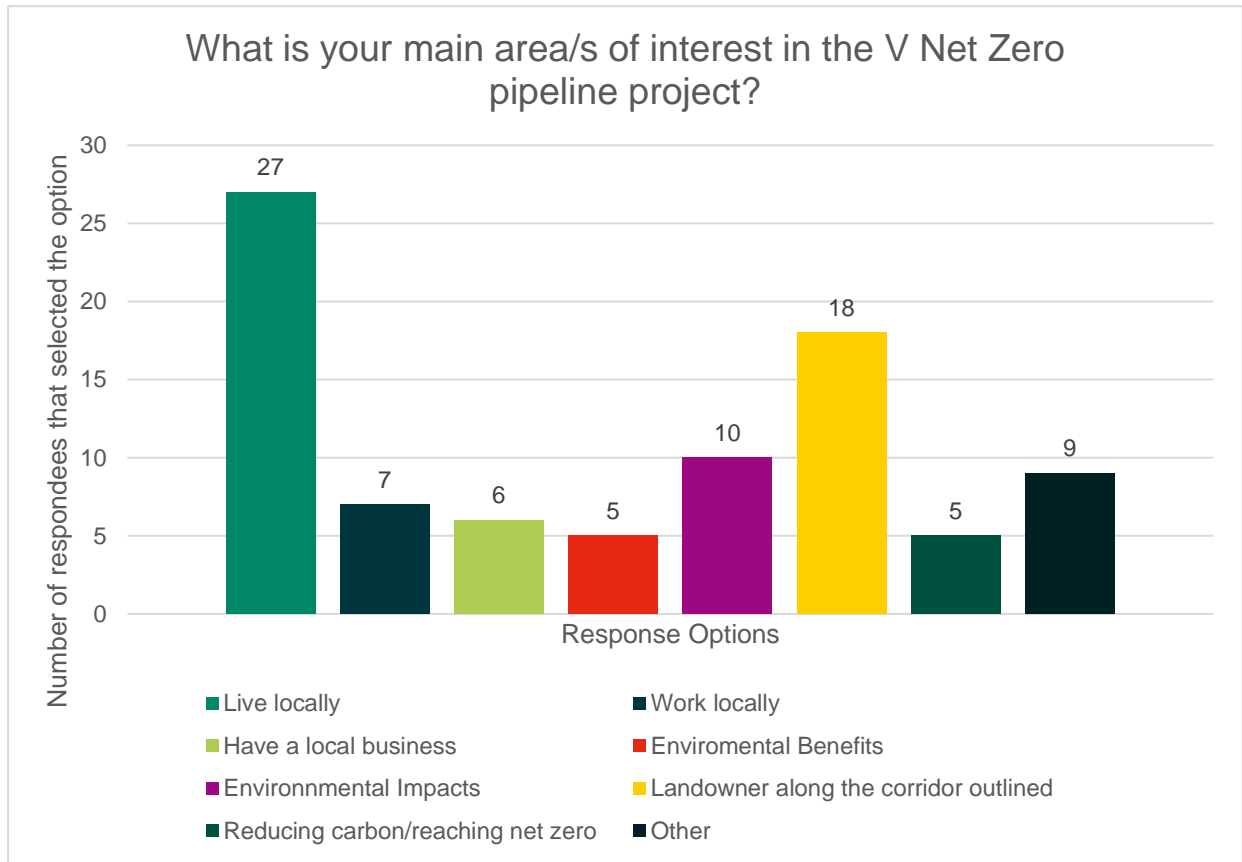
Figure 17: Methods of hearing about the consultation



Interest in the V Net Zero pipeline project

- 10.2.12 Question one asked respondents to select their main areas of interest in the project. Respondents could select more than one area of interest and every selection was counted within the analysis.
- 10.2.13 36 respondents answered question one, with 27 people stating they lived locally to the project. Seven respondents worked locally, six owned a local business and five were interested in the project’s environmental benefits. Additionally, 10 of the respondents registered an interest in the environmental impacts of the project and 18 responded as landowners along the corridor outlined within the proposals. Five people responded with an interest in reducing carbon and reach net zero.
- 10.2.14 Nine of the respondents to this question selected ‘other’. Responses included concerns around the environmental impacts of the project, interfacing schemes (Geological Disposal Facility) and from a role as a landowner or solicitor.
- 10.2.15 The spread of responses over area of interest can be viewed in more detail below in **Figure 18**.

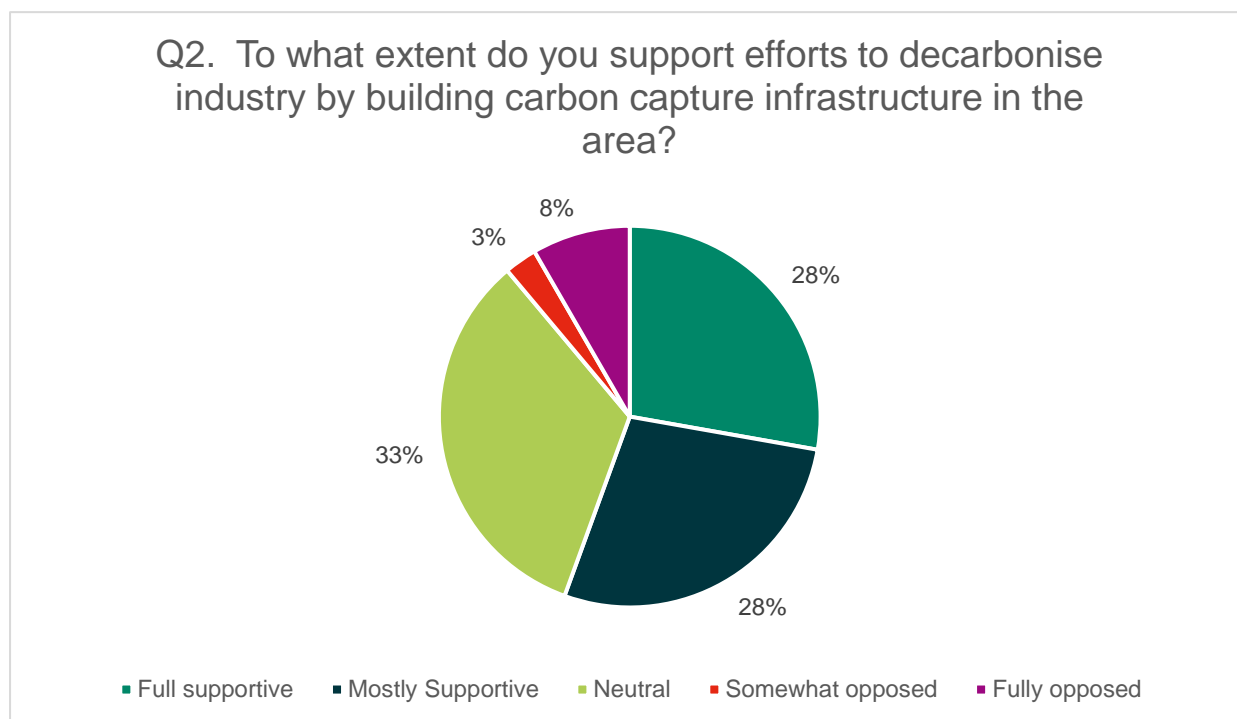
Figure 18: Spread of responses relating to main areas of interest in the V Net Zero pipeline



Support for efforts to decarbonise industry by building carbon capture infrastructure in the area

- 10.2.16 Question two was split into two sections: respondents were firstly asked to select their level of support for efforts to decarbonise industry by building carbon capture infrastructure in the area. It was then requested the respondent provided further comments to justify or add context to their answer.
- 10.2.17 36 respondents answered the first section of the question. Of the 36 responses, 56% were 'fully supportive' or 'mostly supportive' of the project, and 11% were either 'fully opposed' or 'somewhat opposed'. 33% of respondents were neutral in their level of support, as shown in **Figure 19**.

Figure 19: Level of support for efforts to decarbonise industry via carbon capture infrastructure



10.2.18 The 25 comments received in the second section of this question were categorised into seven main themes, which were then split further into sub-themes. Project need received the highest number of comments at 29 and was followed by routing and changes to the route, as well as safety and community impact which received four comments each.

10.2.19 The distribution of comments received across the identified themes is provided in **Table 18**.

Table 18: Themes relating to level of support for efforts to decarbonise industry via carbon capture infrastructure in the area

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	Energy transition, net zero and carbon reduction targets	6	Comments emphasised the importance of decarbonising industry and preventing climate change and pollution. Of the six comments, one advised that there were alternative methods of creating hydrogen.
	General project sentiment	3	One of the comments expressed their support for the project, assuming that adequate levels of assessment had been undertaken. A second comment suggested that carbon capture technology had not yet been proven, whilst another comment affirmed a neutral position on the project.
Environmental benefits	General environmental benefits	1	Expressed support due to the project improving the environment.
Community impact	Residential and community impacts	3	Three comments expressed concerns over the impacts the project may have on local communities, including daily disruption and housing devaluation.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
	Business, jobs and tourism	1	One comment expressed disappointment that onshore assets cannot be utilised, due to the perceived associated disturbance to local people and businesses.
Safety	Other projects	2	Both comments referenced incidents relating to other pipeline projects in America and growing concerns relating to pipelines in the US.
	General safety	1	Concern was raised around the potential damage to existing pipelines.
	Hazard assessment	1	Expressed concerns relating to the nature of CO ₂ when transported, including the potential harm to human health and emphasised the importance of adhering to regulations in order to protect local communities. The respondent noted the lack of safety data available from pipeline operators or regulators.
Construction	Construction impacts	1	One respondent advised that the benefits of the project were considered across the whole lifecycle of the project, including construction, decommissioning and removal.
Other projects	Other existing pipelines	1	The project need was noted and reference to Uniper's existing pipeline was made. The respondent suggested the V Net Zero pipeline duplicates the existing route which is not utilised regularly.
Routing and changes to the route	Existing pipeline routes and infrastructure	1	The one comment made queried why the corridor cannot mirror existing pipelines.
	General sentiment to routing and changes	4	Of the four comments, one expressed support for the project, so long as the infrastructure is adequately planned. A second comment stated a preference for the previous pipeline corridor, whilst a further comment raised strong reservations regarding the updated corridor. A final comment advised of the new corridor route potentially crosses recently laid cables and pipelines.

Understanding of project need

- 10.2.20 Question three received 36 responses and aimed to gather the respondents' stated understanding of why Harbour Energy is seeking to construct the new pipeline. There were three response options for this question, including 'yes', 'no' and 'don't know'.
- 10.2.21 100% of the respondents to this question understood the reasons why Harbour Energy was constructing the pipeline.

Comments on the proposed pipeline corridor

- 10.2.22 Question four asked respondents to submit any further comments regarding the proposed corridor. Every response received to question four was analysed and comments were split into 11 main themes and then into further sub-themes. 55 comments were left for question four.

10.2.23 Of the comments received, 14 were categorised as environmental impacts; 10 related to suggestions or recommendations and five were categorised as a land related comment. A further breakdown of the comments can be read in **Table 19**.

Table 19: Themes relating to comments on the proposed pipeline corridor

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	General project sentiment	2	One comment expressed positivity towards the proposals, whilst another said that the project was a waste of money.
	Environmental impact		
	Biodiversity	2	Both comments felt the proposals would involve the destruction of wildlife habitats as they understood the location provided permanent and seasonal habitat for local animals, including badgers, hares, bats and tawny owls. The Grimoldby Ings were highlighted as a core area for concern, as well as associated woodland.
	Carbon emissions and global warming	1	The comment noted that the UK is only responsible for a small fraction of the carbon that is emitted into the atmosphere and noted the production of methane from blue hydrogen was a safety concern.
	Noise	1	The comment advised that wind velocity can reach up to 75mph, which would allow dust and noise to travel closer to residential houses.
	General	1	The respondent advised of a known pit which had been filled with unknown substances in the late 1950s.
	Water and drainage	6	A shared concern amongst comments in this theme was that the re-instated drainage of agricultural land would not reach optimum levels post-pipeline construction. It was advised that specialist contractors reinstate the drainage to avoid leaving a negative legacy on business and landowners. A further comment emphasised the importance of preventing disturbance to ecosystems, particularly chalk streams, such as the Waithe Beck and the Lincolnshire Wolds AONB. Another comment raised concerns around the disruption to drainage on Pickhill Lane and flagged the potential implications for construction, particularly closer to the corner of the lane. A final comment was concerned about land drainage both north and south of a local dyke in Laceby.
	Heritage and archaeology	3	All three comments within this sub-theme advised that archaeological features were present along the

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			route, including Wellbeck Hill, situated between Irby Upon-Humber and Barnoldby le Beck. One comment also highlighted that the proposed corridor from Keelby to Alvingham could impact the Roman coastal defences which are not yet proven. Further to this it was requested that the archaeological interests are monitored.
Community impact	Residential and community impacts	1	The comment stated that disturbance to local communities should be minimised and felt the revised route was preferred as it was routed further away from villages.
	Business, jobs and tourism	1	It was advised that the proposed corridor runs through the respondent's two poultry farms.
Other projects	Existing pipelines and pipeline routes	1	A respondent noted that the new pipeline corridor route crosses recently laid cables and pipelines.
Safety	General safety	1	Comment noted there was a risk of damaging existing cables and pipelines and requested committee involvement.
	Security	1	Comment queried the security arrangements during construction.
Land	General land comments	1	Advised of a particular land parcel that contained a farmhouse in Grimoldby lngs, alongside outbuildings and a small wood.
	Land requirements	3	One comment noted the proximity of the corridor to a particular property, and another advised the current corridor includes a large proportion of the respondent's land. It was also advised that the respondent had signed an option agreement with a solar provider. One respondent advised they had been granted planning consent for the construction of a residential dwelling on land that falls within the corridor. They stated their preference for the pipeline to not be located near their proposed dwelling.
	Land access	1	An individual advised they have not granted land access.
Construction	Construction impacts	3	One comment requested that disturbance and temporary land take is kept to a minimum and that no above ground infrastructure should remain. A further comment noted the need to prevent lasting damage to farmland. One respondent advised that their property was located near to a pinch point of the corridor at Ludborough Station and expressed an interest in the pressure reducing and isolating equipment near the property.
Consultation	Consultation information	2	One comment noted the maps at the consultation events were not as clear and a different scale to the maps used at the spring 2022 events.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			Another comment suggested that the individual felt that they had been misinformed of the corridor at a meeting in late 2021.
Suggestions and recommendations	Route changes	8	<p>Comments received relating to suggestions for corridor route changes are summarised below.</p> <ul style="list-style-type: none"> - Comment in relation to Alvingham, South Cockerington, North Cockerington and Grimoldby noted that the western line of the corridor is the only path acceptable, and if it follows this, objections will be removed. - Comment advised the route takes a shorter distance away from more dwellings. - Requested that the pipeline is built away from a specific house in Theddlethorpe. - Request to reconsider the pipeline corridor in South Cockerington, North Cockerington and Grimoldby (near Covenham Reservoir), including to use the originally proposed, more direct route. This was requested due to the presence of a major water pipeline crossing Pickhill Lane, close to pre-existing pipeline and pylons. The comment noted that if the corridor runs close to existing infrastructure, land access requirements can be avoided. - Request for the corridor to be moved to the east. - Advised the corridor should avoid woodland within a specific land parcel. - Comment requested the pipeline avoids the AONB, meaning it should be re-routed to the northeast of Aylesby and Laceby which would have a reduced population density. - A coastal route was suggested, noting that this would provide less restrictions and incur a shorter distance.
	Agricultural and farmland recommendations	2	<p>Both comments requested the drainage systems be reinstated to a high standard. This included ensuring the alignment of field drainage systems avoid cutting diatonically across fields.</p> <p>It was recommended a specialist contractor was used to restore the drainage systems, to ensure the project doesn't leave a negative legacy on local businesses and landowners.</p>
Routing and changes to the route	Existing pipeline routes and infrastructure	1	A comment queried why a new pipeline would be laid when the project could utilise the decommissioned condensate pipeline from TGT to the Humber refinery, noting it would create less disturbance for local environments.
	General sentiment to routing and changes	13	Of the 13 comments relating to general sentiment of the updated pipeline corridor, four provided general support and agreement with the corridor, including that the revised route was preferred due to its

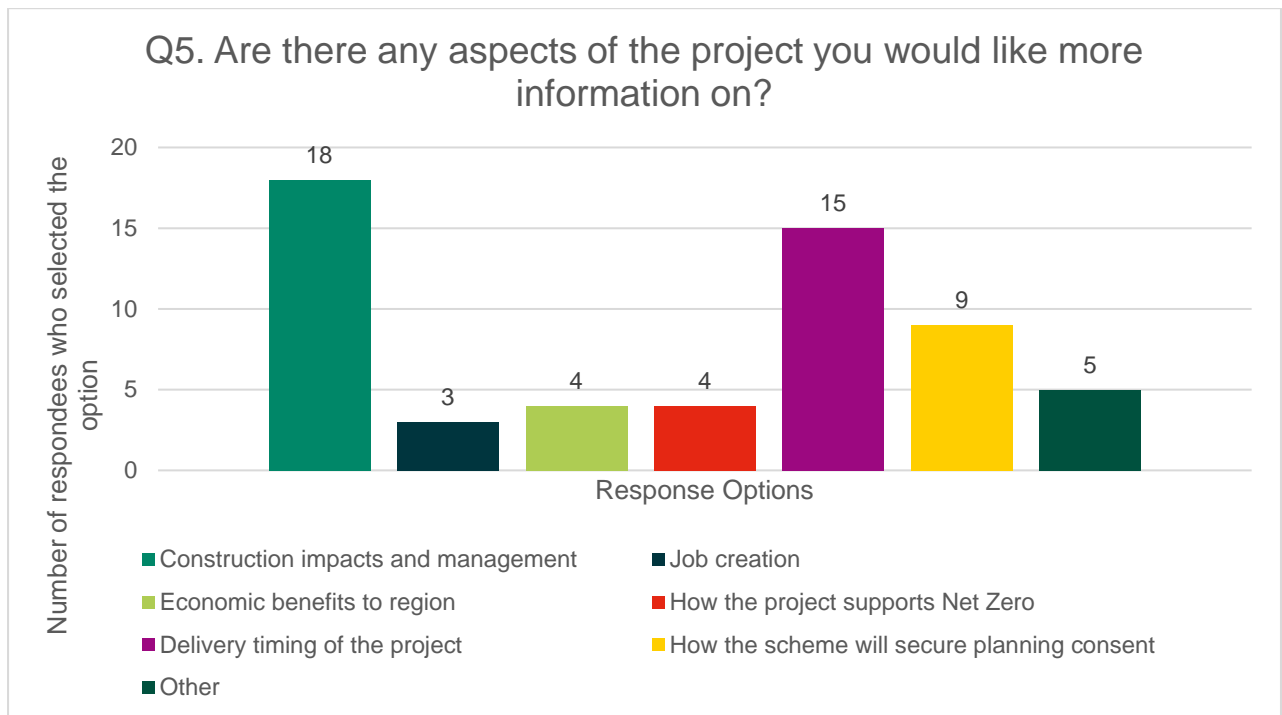
Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			<p>location further away from communities in South Cockerington.</p> <p>Four comments expressed a preference for the original route, including because it was further away from Brackenborough Hall, scheduled ancient monuments, designated parkland, Brackenborough medieval village and a fishing pond which the respondents did not want to be impacted.</p> <p>Further comments relating to general sentiment for the updated corridor are outlined below.</p> <ul style="list-style-type: none"> - Any proposed route should be kept away from properties in Ashby-cum-Fenby, meaning the furthest edge of the corridor should be followed. - A further comment stated their objection to the route of the pipeline corridor due to the proximity to their property in Mablethorpe. - One individual advised that whilst they would like to fully support the project, they had concerns on the re-routing of the map relating to North and South Cockerington and Grimoldby. They noted the path of least resistance would be a crossing at Pickhill Lane over land between Pickhill Farm and Corner Farm. - One final comment noted the pipeline would affect a field that had been recently drained and therefore they were not happy with the corridor coming through this area.

Further project information required

- 10.2.24 As part of question five, respondents were asked if there were any aspects of the project they would like more information on. Respondents could select more than one option to this question and each option selected was counted within the analysis. In total, 27 respondents answered this question.
- 10.2.25 In response to this question, 18 respondents felt they would like more information on construction impacts and management, 15 wanted further information on the delivery timing of the project. Nine respondents requested information on how the project will secure planning consent and four requested information on the project's economic benefits. Four people wanted more information on job creation as well as how the project supports net zero, and three individuals requested further information on job creation.
- 10.2.26 Five respondents noted they would like further information on 'other' aspects of the project. This included:
- information relating to specific aspects of construction, including above ground infrastructure;
 - confirmation around local planning consent and requirements for the approval of the application;
 - information relating to the relevant health and safety assessments undertaken, and associated with pipeline construction; and
 - further clarity on the archaeological impacts of the project.

- 10.2.27 Further to the above, one respondent that selected ‘other’, used the opportunity to express their support for the project and satisfaction relating to the consultation events.
- 10.2.28 A further breakdown of the distribution of responses to question five is detailed in **Figure 20** below.

Figure 20: Spread of responses regarding additional information required



Further comments or suggestions to consider

- 10.2.29 Question six asked respondents to submit any further comments or suggestions for the project team to consider. This question received 29 responses and of the 29 responses to this question, there were 48 comments made in total. Each comment was categorised into a main theme and then further into a sub-theme.
- 10.2.30 Of the 48 of comments received, the largest number of comments related to individual suggestions and recommendations (13 comments), which included sub themes of agricultural and farmland recommendations, route changes and environmental recommendations. This was followed by 11 comments relating to construction, eight comments relating to routing and changes to the route and six relating to the environmental impacts. Please refer to Table 20 for a breakdown of the rest of the comments received.
- 10.2.31 **Table 20** provides a summary of the comments left by respondents, distributed across the themes identified.

Table 20: Themes related to additional comment or suggestions for the project team to consider

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	General project sentiment	3	One comment expressed hope that the government would reject the project due to economic reasons and suggested Harbour Energy sell the CO ₂ instead.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			A further comment stated the project should progress, whilst another advised that CO ₂ cannot be completely put away and would exist in another atomic form.
	Energy transition, net zero and carbon reduction targets	1	Requested Harbour Energy continue to use gas and oil as normal and noted caution on the use of blue hydrogen.
Environmental impact	Biodiversity	1	Wildlife sightings in two local fields in Laceby were noted, including the presence of buzzards, deer, badgers and barn owls.
	General	1	Comment requested that streams and becks in the area are investigated.
	Water and drainage	2	Comments emphasised the importance of using roads, verges and field boundaries where possible to avoid disruption to farming and drainage.
	Heritage and archaeology	2	Both comments requested the use of archaeological expertise on the project. The need for an archaeological report was noted and it was suggested that any recordings should be displayed locally.
Community impact	Residential and community impacts	1	One comment requested that disturbance to local villages is minimised.
Other projects	Existing pipelines and pipeline routes	2	One comment queried whether there were plans to remove the existing pipeline that is already in place. A second comment referenced the Anglian Water Covenham to Boston pipeline and outlined the respondent's negative experience relating to the construction legacy on agricultural land.
Safety	Security	1	An individual requested further information on the security aspects of the pipeline and offered their services as a local company.
Construction	Construction impacts	1	One comment requested that disturbance and temporary land take is kept to a minimum and that no above ground infrastructure remains.
	Construction reinstatement	5	All comments noted that disturbance to agricultural land, including drainage systems should be kept to a minimum. The importance of preventing lasting damage for landowners and businesses was reinforced and need to effectively reinstall drainage systems was noted, including the use of specialist contractors and matching existing drainage network spacing. It was also requested that topsoil should be separated and stored properly.
	Construction methods	3	One comment queried the methods of construction and the mitigation of existing infrastructure whilst a second welcomed the use of directional drilling near the Louth Water Treatment works. Another comment advised the trenching activity should be undertaken in managed sections to avoid long

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			periods of local disruption, including noise, pollution and visual impacts.
	Construction traffic	2	Requested that logistic hubs are not located close to Ashby-cum-Fenby or other rural villages, as the rural roads are not suitable for heavy vehicle use.
Economy	Economic value	1	Comment questioned whether the pipeline would attract inward investment to the region.
Consultation	Future consultation	1	Requested that future engagement is kept local once permission has been granted and urged Harbour Energy to be different to other projects in this regard.
Suggestions and recommendations	Route changes	4	<p>Suggestions for route changes are outlined below.</p> <p>One comment advised moving the route northeast of North Thoresby to avoid the individual's land.</p> <p>Three comments requested the pipeline is moved in an easterly direction, with one respondent suggesting combining the previous and revised routes by moving it as far east within the corridor as possible. Another included moving the corridor to the east past Brackenborough, preferably east of Louth, Covenham Road.</p> <p>A comment noted the pipeline should be parallel to the road, to minimise disturbance to farming and drainage.</p>
	Environmental recommendations	2	<p>One individual suggested the project consider donating to the Lincolnshire Wildlife Trust to contribute towards environmental enhancement.</p> <p>Another comment requested the streams and becks in the area are investigated.</p>
	Social value	1	Comment suggested a donation to local youth clubs and community groups.
	Agricultural and farmland recommendations	6	<p>Comments noted that disturbance to agricultural land, including drainage systems should be kept to a minimum. The importance of preventing lasting damage for landowners and businesses was reinforced and need to effectively reinstall drainage systems was noted, including the use of specialist contractors and matching existing drainage network spacing.</p> <p>It was also requested that topsoil should be separated and stored properly, and it was requested that verges and field boundaries are used where necessary.</p> <p>Another comment requested that the pipeline is laid deep enough to ensure it does not interfere with field cultivation. It was also noted that the pipeline should be parallel to the road, to minimise disturbance to farming and drainage.</p>
Routing and changes to the route	Existing pipeline routes and infrastructure	3	All three comments queried why the project could not utilise existing infrastructure instead of laying a new pipeline. In particular, the decommissioned condensate line from TGT to the Humber refinery was mentioned, with one comment noting the use of this

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			pipeline would create less disturbance for local environments and another noting it would be more cost efficient.
	General sentiment to routing and changes	5	Four comments expressed a preference and general support for the updated pipeline corridor, due to being further away from local communities such as South Cockerington and Grimoldby. One comment noted their support for the exclusion of Louth Water Treatment works outside the project boundaries and committed 24/7 access to the works during construction. One comment stated their preference for the original route.

Email responses

- 10.2.32 Two emails were received during the consultation period which were counted as consultation responses; however, they were analysed separately to the response forms received.
- 10.2.33 Feedback received via email was analysed using the same methodology as outlined in 5.2.5 – 5.2.8.
- 10.2.34 In total, there were seven comments made across four key themes, including safety (three comment), followed by community impact (two comments), project need (one comment) and routing and changes to the route (one comment).
- 10.2.35 A breakdown of the comments received via email by theme can be viewed in **Table 21** below.

Table 21: Themes related to comments submitted by email

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	General project sentiment	1	The comment expressed their full support for the project and thanked the team for inviting them to participate in the consultation.
Community impact Other projects	Residential and community impacts	1	Re-iterated the need for more details to be made available at later stages of the project so the long-term community and environmental impacts can be discussed.
	Traffic and highways	1	This comment queried whether data relating to construction traffic routes and expected density would be made available for public comment.
Safety	General safety	1	The one comment questioned how the project would ensure the route protects new building development from being in close proximity to the pipeline.
	Leaks concerns	1	Advised that a principal safety concern for when the pipeline is operational is the risk of leaks and questioned the distance of propagation and associated impact on people surrounding the leak.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
			Further to this the comment questioned the safety systems that will be employed and any fiscal metering that would take place.
	Hazard assessment	1	The comment requested further clarity relating to construction, operational matters and long-term safety. Further information was requested due to the perceived impact on the public. It was questioned whether a Quantitative Risk Assessment had been produced for each of the pipeline construction and operational phases and whether this can be made public.
Routing and changes to the route	General sentiment to routing and changes	1	This comment expressed full support for the revised corridor in the Stallingborough area as they felt it avoided disruption to properties in the vicinity.

Letter responses

10.2.36 Two letters were received during the consultation were also counted as consultation responses and again these were analysed separately to the response forms but followed the same analysis method as section 11.1.5.

10.2.37 In total, there were 15 comments received across eight main themes. The most common main theme was community impacts which received four comments, followed by safety, other projects, environmental impact and suggestions and recommendations which received two comments each. The remaining themes received one comment each.

10.2.38 A breakdown of the comments received via letter can be viewed in **Table 22** below.

Table 22: Themes related to comments submitted by letter

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
Project need	Energy transition, net zero and carbon reduction targets	1	The comment suggested that the money used to fund the project could be better spent on reducing emissions, including investment in green technology and better insulation.
Environmental impact	Carbon emissions and global warming	1	The total carbon footprint of the project was questioned, including manufacture, construction, maintenance, and decommissioning.
	Water and drainage	1	It was questioned whether the project would affect ground water in any way, noting the presence of bore holes in the Grimoldby area.
Community impact	Residential and community impacts	1	An individual noted the potential stress and mental health problems that could be created due to the pipeline being located across their land.

Main theme identified	Sub theme identified	Number of comments within theme	Summary of main comments within sub theme
	Business, jobs and tourism	3	Of three comments, one advised the pipeline could impact their family livelihood as small farmers. Additionally, it was suggested the project would affect the functioning of a local farming business and would therefore have an economic impact.
Other projects	Sewage Works Project	1	Reference was made to the negative impact of an existing project (Sewage Works Project at North Cockerington), on farmland.
	Geological Disposal Facility Project	1	Concern was raised relating to the Geological Disposal Facility proposed for the area.
Land	Land access	1	This comment noted that at the time of providing feedback, land access would not be given.
Safety	General safety	1	This individual raised a concern relating to the use of carbon capture as they felt the technology is not yet proven to be viable.
	Leaks concerns	1	This comment questioned the potential for leaks which would invalidate the benefits of the project.
Suggestions and recommendations	Route changes	2	The respondent referenced a 45-degree angle from Alvingham to Louth Road where the corridor crossed their land. It was suggested this should be removed to provide a direct route and avoid any impact on local businesses and Brackenborough Wood. Further to this it was suggested that the pipeline would be best suited further Northeast adjacent to the original corridor as this would avoid the respondent's land and reduce the impact on their business and local wildlife habitats. A further comment suggested a route that avoided the steam railway at Ludborough, alongside properties to the east of the railway. It was advised that the route is kept to the west as far as possible.
Routing and changes to the route	General sentiment to routing and changes	1	The comment noted the updated pipeline corridor could potentially pass through their land at Keddington and Brackenborough and they perceived the previous route to be more viable as an option, due to it avoiding their land.

11. Design evolution

- 11.1.1 The feedback received during the further non-statutory consultation has been considered and reviewed in line with the development of the proposals. The following section sets out a project team response to feedback which raises suggestions or highlights any concerns for the project design.
- 11.1.2 A breakdown of the feedback received for questions one and two which require a project team response can be viewed below in **Table 23**. Question one asked respondents to declare their main areas of interest in the project and question two requested the level of support for efforts to decarbonise industry by building carbon capture infrastructure.

Table 23: Feedback received for questions one and two and the project team's response.

Response to question number	Feedback received	Project team response
1	Expressed concern around the project potentially being impacted by the Geological Disposal Facility proposals at Theddlethorpe.	<p>The V Net Zero pipeline proposes to use some of the former TGT site where the V Net Zero pipeline will connect into the existing LOGGs pipeline. The wider TGT site will not be part of the project and is not owned by Harbour Energy.</p> <p>The V Net Zero pipeline project is a standalone project and as such, Harbour Energy cannot comment on any other projects.</p>
1	Displayed interest in industrial decarbonisation.	<p>Harbour Energy's V Net Zero CO₂ 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>
1	The comment referred to trace elements that could have potential to combine and produce alternative substances than CO ₂ .	<p>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), legislative requirements and best practice. All necessary safety, environmental and operability studies will be completed, and the company will leverage the knowledge gained from safely operating pipelines and reservoirs for over 50 years.</p> <p>There will be 24-hour monitoring of the V Net Zero pipeline operations and facilities will be provided to enable routine internal inspection of the pipeline and wall thickness.</p>
1	Expressed interest as a local archaeologist, in terms of preserving and recording archaeological sites along the pipeline corridor.	<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</p>

Response to question number	Feedback received	Project team response
		<p>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 in late 2022.</p>
2	<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 CO₂ a year. This will contribute towards tackling climate change and safeguard industry by reducing the amount of CO₂ 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>
2	<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>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 impacts where possible.</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. More information on the potential impacts of the scheme will be available at the statutory consultation in late 2022.</p>
2	<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 CO₂ 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, we are also aiming to achieve biodiversity net gain by 10%, (although not yet mandatory).</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>

Response to question number	Feedback received	Project team response
2	A comment advised support would be given if adequate levels of assessment are undertaken.	<p>Our second consultation in autumn 2022 was held because of feedback from our first public consultation, and extra work by our project team. This resulted in some changes to the proposed corridor of the pipeline.</p> <p>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), legislative requirements and best practice. All necessary safety, environmental and operability studies will be completed, and the company will leverage the knowledge gained from safely operating pipelines and reservoirs for over 50 years.</p> <p>To optimise pipeline route selection, a detailed and thorough risk assessment has been completed that complies with the Health and Safety Executive’s Land Use Planning methodology.</p> <p>Harbour Energy will work closely with regulatory bodies as well as the Health and Safety Executive on risk management and safety management systems for the project and ensure knowledge and best practice is shared across the industry.</p>
2	<p>Feedback expressed concerns over the potential wider impacts of the project on local communities, including daily disruption for residents, housing de-valuation 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 ensures that Harbour Energy will carefully control activities that could cause dust, noise and vibration, and manage any impacts.</p> <p>Further information on the potential impacts of project on local communities will be available at the statutory consultation in late 2022.</p>
2	Concerns regarding the pipeline corridor impacting recently laid cables and existing pipeline infrastructure. Comment requested that a committee be involved.	<p>During the routing assessment stage, existing infrastructure was considered in the development of the proposed pipeline corridor route. 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), legislative requirements and best practice.</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>
2	Advised that there are more preferable ways of producing hydrogen.	<p>Hydrogen production is not within the scope of the project. The proposed pipeline supports a process known as carbon capture and storage, which is one of several important ways for the UK to achieve its target of achieving net zero carbon emissions by 2050.</p>

Response to question number	Feedback received	Project team response
2	<p>Concerns were raised relating to the nature of CO₂ when transported. This included the potential harm to human health and emphasised the importance of adhering to regulations to protect local communities. It was also noted that there was a lack of safety data available from pipeline operators or regulators.</p> <p>Ambiguity of the question was noted, as decarbonisation could be supported but not specifically in the area.</p> <p>Reference was made to incidents relating to other pipeline projects in America and growing concerns relating to these pipelines.</p>	<p>Within the UK there is a robust framework of legislation and good practice for the construction and operation of pipelines. Currently, the UK does not legislate CO₂ as a dangerous fluid, however Harbour Energy is approaching the design and future operation of the V Net Zero pipeline as if it is. That includes a commitment to all requirements of safety management and working with the Health and Safety Executive to ensure the pipeline is operated in accordance with the most rigorous safety and operational requirements. This includes taking a conservative design approach, including investing in thick-walled pipe, and robust material selection.</p> <p>Incidents relating to pipelines in the UK are rare, and with reference to previous examples of incidents, the most likely cause is due to an external event rather than an operational issue (for example in Mississippi in February 2020, the incident was caused by large-scale ground movement resulting from abnormally high rainfall on a steep hillside slope). A wide range of factors have been taken into account in determining the preferred pipeline route, with safety being the key consideration. The V Net Zero pipeline will be constructed so it does not cross any areas that would experience a potential landslide, as identified from the British Geological Survey and the preferred route ensures that all current developments and known planned developments comply with the Health and Safety Executive's guidelines.</p> <p>There will be 24-hour monitoring of the V Net Zero pipeline operations and facilities will be provided to enable routine internal inspection of the pipeline and wall thickness.</p>
2	<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 CO₂ production from industry and the decarbonisation process should involve less CO₂ 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>Harbour Energy's V Net Zero CO₂ Transportation and Storage project aims to transport 10 million tonnes of carbon dioxide per year. The process of transporting CO₂ in pipeline has been established for decades. 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), legislative requirements and best practice.</p>
11.1.3	<p>A breakdown of the feedback received and the project team's responses for question four can be viewed in Table 24. Question four asked if respondents had any comments to make about the proposed corridor.</p>	

Table 24: Table 11: Feedback received for question four and the project team’s response

Response to question number	Feedback received	Project team response
4	Feedback received mentioned the decommissioned condensate line from TGT to the Humber refinery, with one comment noting the use of this pipeline would create less disturbance for local environments and another noting it would be more cost efficient.	During the routeing assessment stage, Harbour Energy investigated the use of existing pipeline infrastructure within the area; however, they were deemed as not being suitable to transport CO2, nor of sufficient capacity. This review included the condensate line from Theddlethorpe Gas Terminal to the Humber Refinery. 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), legislative requirements and best practice.
4	Some comments provided support for the proposals, noting they felt the revised route was better due to it being further away from local communities such as South Cockerington and Grimoldby. Others noted the route takes a shorter distance, away from more residential houses. Of these comments showing support, one noted they would await final details of the route.	Support for the revised corridor has been noted. More detailed information on the proposed pipeline route will be presented at the Statutory consultation in late 2022.
4	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. Concerns around the disruption to drainage on Pickhill Lane were raised as well as the potential implications for construction.	Harbour Energy will apply best practice when reinstating agricultural land, including to ensure drainage systems are restored effectively. 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 with the aim of minimise 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.
4	Expressed a preference for a western route relating to Alvingham, South Cockerington, North Cockerington and Grimoldby and they stressed the Western line is the most acceptable path.	The corridor presented at the further non-statutory consultation was the widest possible area that the pipeline could be laid within. This feedback will be considered by the project team and help to inform the ongoing design of the project.
4	Suggestion was made to take the route with a shorter distance, away from more residential houses.	This response has been noted by the project team and will be considered as the project design progresses.
4	Comments informed that their properties were near the proposed	This response has been noted by the project team and will be considered as the project design progresses.

Response to question number	Feedback received	Project team response
	<p>corridor, including near Ludborough Station.</p> <p>Comment noted interest in any pressure reducing or isolating equipment close to the respondent's property.</p>	<p>There will be three block valve stations located along the route. More information on the infrastructure proposed as part of the project will be available to view at the statutory consultation in late 2022.</p>
4	<p>Feedback stressed the importance of preventing disturbance to ecosystems, including the Lincolnshire Wolds AONB and local woodlands in Grimoldby lngs 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 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>
4	<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 potentially environmental effects. 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</p>

Response to question number	Feedback received	Project team response
		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.
4	Feedback noted the maps at the consultation events were not as clear and a different scale to the maps used at the spring 2022 events.	Detailed maps of the proposed pipeline route will be provided at statutory consultation in late 2022 and be included in the PEIR. Interactive mapping will also be available through the virtual consultation room and at statutory consultation events, for members of the public to view the proposed pipeline route in more detail.
4	Comment noted that the pipeline should be routed away from properties in Ashby-cum-Fenby as far as possible.	This feedback on the route near to Ashby-cum-Fenby will be considered by the project team and will help to inform the ongoing design of the project.
4	Another comment expressed a preference for the original route and raised concerns regarding the impact of the corridor on existing pipelines and recently laid cables.	<p>During the routing assessment stage, existing infrastructure was considered in the development of the proposed pipeline corridor route. 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), legislative requirements and best practice.</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>
4	Concerns were raised around the security of the pipeline and associated infrastructure and gas assets.	<p>Once operational the majority of the pipeline will be buried therefore only the block valve sites and the facilities at Immingham and Theddlethorpe will be visible. The details of how these facilities will be secured are still being developed.</p> <p>Security during construction will require different measures and these are being similarly developed.</p>
4	<p>Felt the project was a waste of resources as there are alternative ways of creating electricity and as a nation the United Kingdom is only responsible for producing a small fraction of CO₂.</p> <p>Comment advised that blue hydrogen creates additional methane, impacting the local environment.</p>	Hydrogen production is not within the scope of the project. The proposed pipeline supports a process known as carbon capture and storage, which is one of several important ways for the UK to achieve its target of achieving net zero carbon emissions by 2050.
4	Concerns were raised regarding high velocity winds carrying noise and dust close to residents.	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

Response to question number	Feedback received	Project team response
		ensures that Harbour Energy will carefully control activities that could cause dust, noise and vibration, and manage any impacts.
4	Advised that the current pipeline corridor includes a portion of land owned which has a solar agreement on-going.	This response has been noted by the project team and will be considered as the project design progresses.
4	Advised that the proposed corridor runs through two of the respondent's poultry fields.	This response has been noted by the project team and has been shared with the land referencing team.
4	Informed that the pipeline affects a landowner's field that was recently under drained. They expressed dissatisfaction about the project and requested it is moved in an eastern direction.	This response has been noted by the project team and will be considered as the project design progresses.
4	Comments noted concerns relating to the distance of the pipeline corridor to their properties.	This response has been noted by the project team and has been shared with the land referencing team.
4	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>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 sought therefore to only enter the AONB for a minimal amount of the route as is required, and once installed the land and vegetation will be returned to its original state.</p>
4	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.	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.
4	<p>Comments noted the presence of archaeological features were present 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>Initial findings regarding the potential impacts on cultural heritage, along with mitigation proposed to reduce these effects, will be reported in the PEIR that</p>

Response to question number	Feedback received	Project team response
		will be published at the start of the statutory consultation in late 2022.
4	The original route was preferred due to being further away from Brackenborough Hall, scheduled monument, designated parklands, nature reserves and Brackenborough medieval village.	<p>This response has been noted by the project team and has been shared with the land referencing team.</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>An EIA is being undertaken to identify any potentially significant effects. Initial findings regarding the potential environmental effects of the project (also including cultural heritage impacts), 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> <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>

11.1.4 The breakdown of the feedback received and the project team's responses for question five can be viewed below in **Table 25**. Question five asked if respondents would like further information on any aspects of the project.

Table 25: Feedback received for question five and the project team's response

Response to question number	Feedback received	Project team response
5	The presence of above ground infrastructure was questioned, including permanent concrete blocks constructed in the fields.	<p>As part of the V Net Zero pipeline, the proposed above ground elements of permanent infrastructure will be a pipeline facility in Immingham where the pipeline takes off and a further pipeline facility where it connects to the existing LOGGS pipeline at Theddlethorpe. It is also anticipated there will be three block valves located along the route.</p> <p>More information on proposed above ground infrastructure will be available at the statutory consultation in late 2022.</p>
5	Request to view the project's safety case and documentation from regulators and the Health and Safety Executive regarding decisions taken, as well as any peer reviews of relevant assessments.	<p>Within the UK there is a robust framework of legislation and good practice for the construction and operation of pipelines. Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a commitment to all requirements of safety management, and therefore will be working with the Health and Safety Executive to ensure the pipeline is operated in accordance with the most rigorous safety and operational requirements.</p>

Response to question number	Feedback received	Project team response
		<p>A wide range of factors are being considered in determining the preferred pipeline route, with safety being the key consideration. The Health and Safety Executive's Land Use Planning methodology has been considered as part of the pipeline routing process, and further information on the process will be detailed in the PEIR.</p> <p>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), legislative requirements and best practice.</p>
5	<p>Advised local consent is necessary for the project to commence and informed about local planning consent and requirements for the approval of the application.</p>	<p>The Viking CCS pipeline is a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008. This means that an application will be made to the Secretary of State for DCO.</p> <p>Harbour Energy will meet the requirements of the Act to consult members of the local community and gather feedback from host local authorities, including county councils and district councils. The application must prove that adequate consultation has been conducted prior to submitting the DCO application. All responses received to the consultation will be carefully considered in the design of the project, in line with Section 49 of the Act.</p>

11.1.5 The breakdown of the feedback received which require a response are outlined in **Table 26**. Question six asked respondents to provide any additional comments or suggestions to be considered by the project team.

Table 26: Feedback received for question six and the project team's response

Response to question number	Feedback received	Project team response
6	<p>Feedback received mentioned the decommissioned condensate line from TGT to the Humber refinery, with one comment noting the use of this pipeline would create less disturbance for local environments and another noting it would be more cost efficient.</p> <p>It was also asked if there were any plans to remove an existing pipeline that was in place and questioned why the existing high-pressure gas pipeline cannot be used. Advised this would help reduce costs.</p>	<p>During the routeing assessment stage, Harbour Energy investigated the use of existing pipeline infrastructure within the area; however, they were deemed as not being suitable to transport CO2, nor of sufficient capacity. This review included the condensate line from Theddlethorpe Gas Terminal to the Humber Refinery. Consideration was also given to the replacement of the condensate line; however, the route was not considered appropriate for the proposed CO2 pipeline.</p> <p>Removing the existing condensate pipeline is not within the scope of the project. The only proposed works to existing pipelines included within the scope of the DCO project is the connection of the V Net Zero pipeline to the existing LOGGS pipeline at the Theddlethorpe Gas Terminal. The offshore elements are not within the scope of the DCO limits and no other works to existing pipelines in the region are proposed as part of this project.</p> <p>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), legislative requirements and best practice.</p>

Response to question number	Feedback received	Project team response
6	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.
6	<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 aboveground 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.</p> <p>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 aboveground 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>
6	<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>
6	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. Engagement has also been undertaken and will continue with environmental stakeholders such as the Environment Agency, local planning authorities and 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>

Response to question number	Feedback received	Project team response
		<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>
6	<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>
6	<p>Feedback felt the government would reject the project as the money could be better spent elsewhere.</p>	<p>The UK government has a target of achieving net zero by 2050 and meeting this target will require reduced emissions of CO₂ from existing industries within the Humber and Lincolnshire region. This transition to a low-carbon economy must be done in a way that retains and promotes jobs and prosperity in the Humber region. Carbon capture and storage is recognised by the Intergovernmental Panel on Climate Change (the IPCC) and the UK government as a vital step on the road to achieving net zero carbon dioxide emissions, with the 6th Carbon Budget outlining plans to capture and store between 20 and 30 million tonnes of CO₂ a year by 2030.</p>
6	<p>Queried if the pipeline would attract inward investment to the region.</p>	<p>The Humber and Greater Lincolnshire area is the largest carbon dioxide-emitting region in the UK. The UK government has set a target of achieving net zero carbon dioxide emissions by 2050. To meet this target, we need to move towards cleaner sources of energy while decarbonising existing infrastructure.</p> <p>By transporting and securely storing CO₂, this project will promote long-term low-carbon, technology-led investment in the region. By removing carbon dioxide emissions from existing industry in the region, existing jobs will also be safeguarded.</p>
6	<p>Informed they would like further information on the security aspects of the pipeline. This respondent also offered their services as a security company.</p>	<p>Once operational, the majority of the pipeline will be buried therefore only the block valve sites and the facilities at Immingham and Theddlethorpe will be visible. The details of how these facilities will be secured are still being developed. Security during construction will require different measures and these are similarly being developed.</p> <p>The project is conducting early supply chain engagement with both local and national companies to ensure contracts are in place to deliver the project both safely</p>

Response to question number	Feedback received	Project team response
		and efficiently. The details from the security company have been passed to Harbour Energy's procurement team for review.
6	Comment expressed their desire for the project to progress.	We note and thank you for your support.
6	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>This response has been noted by the project team and will be considered as the project design progresses.</p> <p>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 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>
6	Comment advised Harbour Energy to continue to use oil and gas as usual and requested that more effective ways of producing blue hydrogen are investigated.	Hydrogen production is not within the scope of the project. The proposed pipeline supports a process known as carbon capture and storage, which is one of several important ways for the UK to achieve its target of achieving Net Zero carbon emissions by 2050.
6	Advised of wildlife sighting in Laceby, including the presence of buzzards, deer, badgers and barn owls.	<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. We are also aiming to achieve biodiversity net gain by 10%, (although not yet mandatory) and the Environmental Statement will set out plans to meet this.</p>
6	<p>Requested the pipeline is moved northeast of North Thoresby to avoid the respondent's land.</p> <p>A further comment requested the pipeline is moved to the east of the respondent's land holding.</p>	These responses have been noted by the project team and will be considered as the project design progresses.
6	One comment suggested a mix of the previous and revised routes, and that the corridor should be as far east past Brackenborough, east of Louth at Covenham Road.	<p>This response has been noted by the project team and will be considered as the project design progresses.</p> <p>The corridor updates presented at the autumn 2022 consultation were based on the feedback received in the spring 2022 consultation, as well as further technical work undertaken by the project team. This included a revised corridor in the vicinity of Yarborough, Alvingham and Covenham St Mary, including The Thomas Centre.</p>

Response to question number	Feedback received	Project team response
6	<p>Requested that the project is mindful of drainage when going through land and use verges and field boundaries are used where necessary.</p> <p>It was also suggested that the route should sit next to the road to minimise disruption to farming and drainage.</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.</p>

11.1.6 The breakdown of the feedback received via email which requires the project team's response is outlined in **Table 27**.

Table 27: Feedback received via email and the project team's response

Feedback received	Project team response
<p>A query was received regarding whether a Quantitative Risk Assessment had been produced for each of the pipeline construction and operational phases and if this could be made public.</p>	<p>A wide range of factors have been considered in determining the preferred pipeline route, with safety being the key consideration.</p> <p>The Health and Safety Executive's Land Use Planning methodology has been considered as part of the pipeline routing process, and further information on the process will be detailed in the PEIR.</p> <p>To optimise pipeline route selection, a detailed and thorough risk assessment has been completed that complies with the Health and Safety Executive's Land Use Planning methodology.</p> <p>Additionally, the EIA Regulations require an assessment of the risk of 'major accidents' to be included in the Environmental Statement, which will be submitted with the DCO application. A version of this assessment will also be published as part of the PEIR.</p>
<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>
<p>Feedback received questioned how the project would ensure the route protects new building development from being in close proximity to the pipeline.</p>	<p>In routing the pipeline, Harbour Energy has considered the location of new development that is going through the planning system (both locally and nationally). Consideration has also been given to developments where applicants have submitted a request for pre-application consultation or where a screening and scoping opinion has been requested to</p>

Feedback received

Project team response

Some comments raised concerns relating to the pipeline safety, including potential leakage from the pipeline, which the respondent considered a principal safety concern during operation. This response also questioned the potential associated impact on people surrounding the leak.

The comment also questioned the safety systems that will be deployed and if any fiscal metering would take place.

determine the need and scope for an environmental assessment for a new development.

The preferred route will comply with the Health and Safety Executives guidelines for all current development and known planned developments. The pipeline route spatial data will be provided to all local planning authorities so that the Health and Safety Executive can be consulted on future planning applications in the area.

Harbour Energy has over 50 years of experience in the operation of gas reservoirs and pipeline systems in the North Sea. The identified storage reservoir has capacity to store over 300 million tonnes of carbon dioxide, sufficient for approximately 30 years of operation. The storage reservoir is covered with an extensive cap rock layer which acts as a "super seal". This same reservoir has securely held natural gas for millions of years.

Within the UK there is a robust framework of legislation and good practice for the construction and operation of pipelines. Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a commitment to all requirements of safety management, and therefore will be working with the Health and Safety Executive to ensure the pipeline is operated in accordance with rigorous safety and operational requirements. This includes taking a conservative design approach, including investing in thick-walled pipe, and robust material selection.

We are currently developing our PEIR. This sets out the findings of the environmental assessments which we have carried out and how we could mitigate potential effects from the project. It will include a chapter that details the steps we're taking to ensure the safety of local communities is at the forefront of the design and operation of the pipeline, and how potential risks are being assessed and managed. This will be available to read at statutory consultation in late 2022.

11.1.7 The breakdown of the feedback received via letter which requires the project team's response is outlined in **Table 28**.

Table 28: Feedback received via letter and the project team's response

Feedback received

Project team response

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.

Concern was raised around the negative impact of an existing project (Sewage Works Project at North Cockerington), on farmland as the respondent felt it created long-lasting impacts.

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.

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.

Feedback received

Project team response

It was recommended that the pipeline is situated further northeast to the initial proposal.

This response has been noted by the project team and will be considered as the project design progresses.

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.

This response has been noted by the project team and will be considered as the project design progresses.

The PEIR details our assessment of the project's environmental effects, including ecology and biodiversity. We are also aiming to achieve biodiversity net gain by 10%, (although not yet mandatory). The Environmental Statement, part of the DCO application, will set out plans to achieve this.

A concern was raised on the use of carbon capture as the respondent felt the technology is not yet proven to be viable.

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.

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.

The total carbon footprint of the project was questioned, including the manufacture, construction, maintenance and decommissioning.

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.

The risk of potential leaks was queried as they felt this would invalidate the benefits of the project.

Harbour Energy has over 50 years of experience in the operation of gas reservoirs and pipeline systems in the North Sea. The identified storage reservoir has capacity to store over 300 million tonnes of carbon dioxide, sufficient for approximately 30 years of operation. The storage reservoir is covered with an extensive cap rock layer which acts as a "super seal". This same reservoir has securely held natural gas for millions of years.

Within the UK there is a robust framework of legislation and good practice for the construction and operation of pipelines. Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a commitment to all requirements of safety management, and therefore will be working with the Health and Safety Executive to ensure the pipeline is operated in accordance with rigorous safety and operational requirements. This includes taking a conservative design approach, including investing in thick-walled pipe, and robust material selection.

A question raised asked whether the project would affect ground water in any way, particularly the presence of boreholes in the Grimoldby area.

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.

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.

Feedback received

Project team response

Concern was expressed on the Geological Disposal Facility proposed for the area.

The V Net Zero pipeline project is a standalone project and as such, Harbour Energy cannot comment on any other projects.

12. Further non-statutory consultation – conclusion

- 12.1.1 The further non-statutory consultation provided the local community, businesses, and landowners with the opportunity to have their say on the updated pipeline corridor. The feedback received within this round of consultation will be considered when informing the next stages of design as the project prepares for statutory consultation.
- 12.1.2 Over half of those who responded to the consultation expressed support for the project's efforts to decarbonise industry. All of those who responded understood why Harbour Energy was seeking to construct the new pipeline.

Environmental and community impacts

- 12.1.3 Many comments requested reassurance that local communities, farming and agriculture would face minimal levels of disruption. This included concerns around noise pollution, increased traffic and potential impacts to housing value.
- 12.1.4 Feedback relating to the project's environmental impacts focused heavily on water and drainage to ensure that local stakeholders would not be negatively impacted, as well as a focus on biodiversity, cultural heritage and archaeological interests. Further clarity on these topics will be available in the PEIR, which will be published during the statutory consultation. Concerns surrounding the safety levels of the pipeline were also raised, with some questioning what safety measures would be implemented. Respondents displayed a strong interest in learning more about the construction impacts and management, as well as timings of the project and how the project aimed to secure planning consent. Further information on these topics will be available during the statutory consultation.

Corridor routing

- 12.1.5 Some feedback relating to the corridor routing expressed a high-level preference for the revised pipeline corridor due to it being further away from South Cockerington and Brackenborough. Others expressed the opinion that the pipeline should be routed away from housing to avoid local disruption. A number of comments also requested that the pipeline is routed north and northeast of Aylesbury, Laceby and North Thoresby.
- 12.1.6 Land related queries were also prevalent in the feedback as many landowners wanted further clarity on how their land would intersect or be impacted by the pipeline. Further information on the preferred pipeline route, construction methods, and the operation of the pipeline will be available to view at the statutory consultation.

Consultation approach

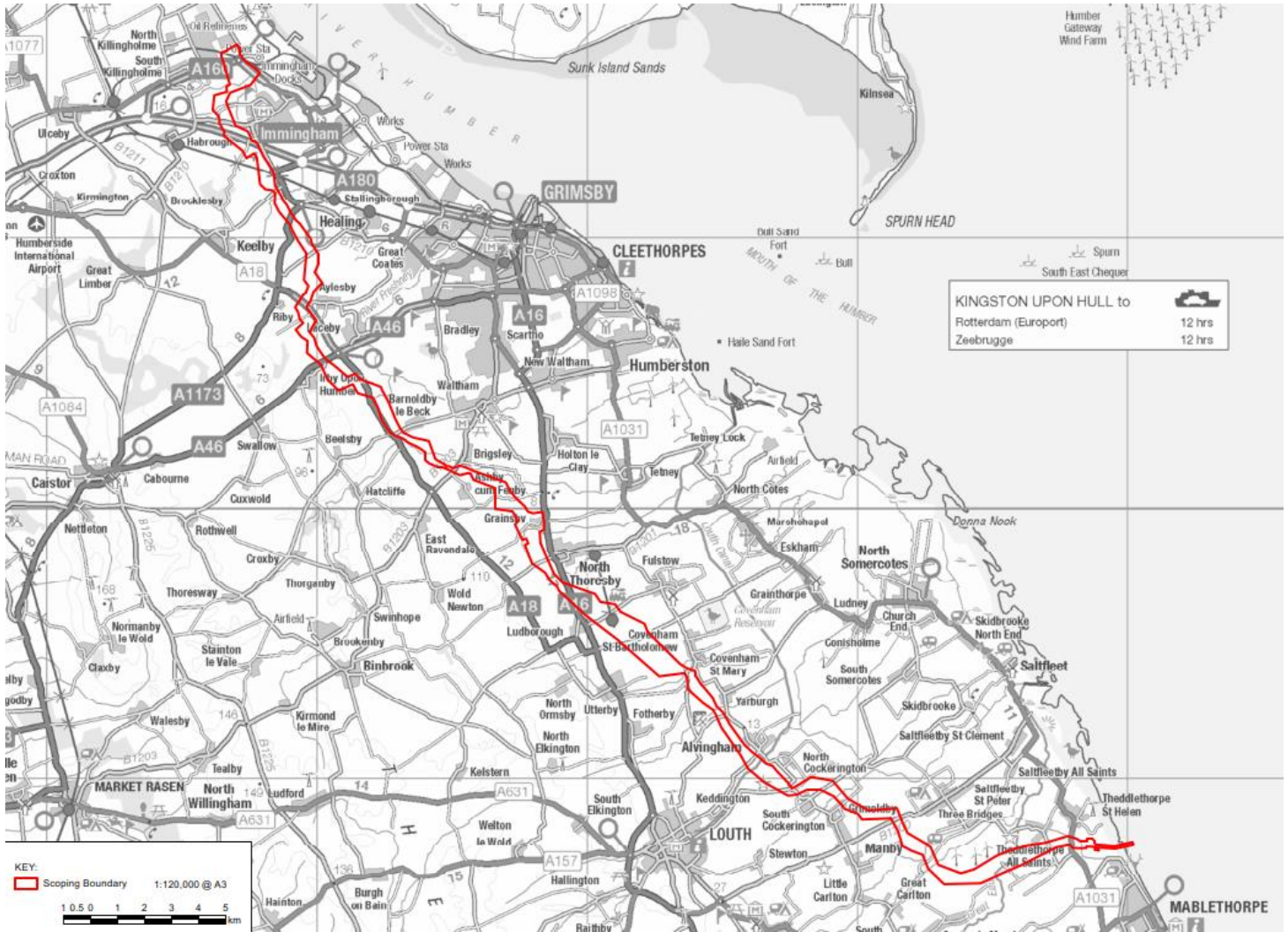
- 12.1.7 The postcodes of the respondents showed that the majority of responses from the northern end of the pipeline corridor, with a large proportion in the East Lincolnshire area. Most respondents lived within close proximity to the pipeline corridor, including Stallingborough, Laceby, South Cockerington, Yarburgh and Theddlethorpe.
- 12.1.8 Building on these findings, the statutory consultation events will be held in similar venues near to the preferred pipeline route, including those who are included in the revised route corridor. There will be events taking place along the spread of the pipeline corridor and this will enable further interaction with wider communities.
- 12.1.9 Many of the same consultation approaches will be utilised going forward, such as postcard distribution as the majority of respondents learnt of the consultation via postcard, alongside

social media. A large percentage of respondents were aged 60-69 and 80 and over and 59% of respondents identified as male, therefore it is essential to engage with a variety of residents and stakeholders. Harbour Energy will therefore work closely with local authorities to understand how best to engage with groups representing people with disabilities and to ensure ethnic minorities are represented in the consultation.

13. Next steps

- 13.1.1 Following the consideration of feedback received from both periods of non-statutory consultation, a statutory consultation will take place in late 2022. This will be an opportunity for members of the public and statutory stakeholders to provide feedback on a more detailed preferred pipeline route. There will also be further stakeholder engagement exercises to support this.
- 13.1.2 At the statutory consultation, members of the public will be able to view a refined pipeline route and receive more detailed information on the project. A detailed EIA will outline the potential environmental impacts of the project and note the proposed mitigations to minimise impact. This information will be presented in the form of the PEIR which will be available to view at consultation.
- 13.1.3 The statutory consultation will also provide local communities with more information on the construction of the pipeline, including mitigations to reduce local disruption and anticipated timescales.
- 13.1.4 Targeted engagement will be conducted with statutory stakeholders leading up to and throughout the statutory consultation; this will ensure stakeholder requirements and concerns will be addressed and considered where possible and practicable through engagement.
- 13.1.5 It is anticipated that the DCO application will be submitted in 2023. If consent is granted to construct the pipeline work is planned to commence in 2025, with carbon storage beginning in 2027.
- 13.1.6 Ahead of construction, a detailed construction management programme will be produced which will aim to mitigate impacts on local communities. Residents will be informed of the details of the construction works planned in advance of them taking place to help minimise disruption and to allow communities to plan for any disruption that cannot be avoided.
- 13.1.7 The V Net Zero pipeline webpage (changed to <https://www.consultation.vikingccs.co.uk>) following the project renaming (see section 1.2) will remain available for people to revisit the consultation information and the proposals. Updated project details and news will also be available to view on the project webpage and V Net Zero Cluster social media channels.

Appendix A V Net Zero pipeline corridor location



Appendix B Landowner introductory letter

Harbour Energy
Rubislaw House
Anderson Drive
Aberdeen, AB15 6FZ
+44 (0) 1224 205000
harbourenergy.com



Date 9th March 2022

[Landowner Name]

[Address]

Developer: Chrysaor Production (UK) Ltd, a Harbour Energy Company
Project: V Net Zero Pipeline, Lincolnshire
Land Agents: Gateley Hamer

INSERT NAME

Project Overview

We are writing to inform you of our proposal to build the V Net Zero Pipeline: a new pipeline that will transport captured carbon dioxide, and store it 9,000 feet beneath the seabed 140km offshore the Lincolnshire coast, as part of our *VNZ CO₂ Transport and Storage Project (VNZ)*.

The VNZ project supports a process known as 'carbon capture'. This involves capturing carbon at its point of emission, transporting it in a pipeline, and storing it deep underground, where it cannot escape into the atmosphere.

This has the effect of reducing overall carbon emissions and will be crucial if the UK is to meet its target of being carbon net zero by 2050.

As home to some of the largest carbon emitters in the UK, it makes economic and logistical sense for the Humber region to become a leader in carbon capture technology in the UK.

The proposed onshore 53 km V Net Zero Pipeline (shown indicatively on the plan included with this letter) will play a key part in this process, building a low carbon centre in the Humber, by connecting Immingham to the site of the former Theddlethorpe Gas Terminal. The VNZ project will use existing oil and gas pipelines that served the Theddlethorpe Gas Terminal to store the gas in depleted gas fields 9000ft under the seabed, offshore in the North Sea. As well as re-purposing oil and gas infrastructure to help with carbon reduction, it will support local economic growth, and put the region at the forefront of the UK's drive to achieve net zero.

If you would like more details on the project, please visit www.vnetzerocluster.co.uk or contact us through the details included at the bottom of this letter.

On Site Surveys

The route of the V Net Zero Pipeline has not yet been determined. However, to help inform this decision, we would like to start on-site survey work, which will help us to identify potential constraints associated with the V Net Zero Pipeline.

To help us with this work, we have appointed Gateley Hamer as our land agent to identify landowners along the potential route and approach those landowners to secure access to land.

Registered Office: 4th Floor, Saltire Court, 20 Castle Terrace, Edinburgh, EH1 2EN

Company No. SC234781



Please note that while we may require access to your land to carry out these surveys, this does not mean that your land will ultimately be affected by our proposals for the V Net Zero Pipeline. Our land agents, Gateley Hamer, will contact you in advance of surveys being carried out, to ensure we have permission to access your land.

Land Referencing

Because of the national significance of the proposed V Net Zero Pipeline, it requires to be granted a Development Consent Order (DCO) under the Planning Act 2008. The DCO application will be submitted to the Planning Inspectorate., who will then assess the application through the DCO examination process.

The DCO application process includes a particular consultation process, which will allow all interested stakeholders (including landowners, tenants and others with an interest in land) to share their views on the project in advance of the application being made.

As part of this consultation process, we have a legal requirement to carry out diligent inquiries to identify and consult all those potentially impacted by the scheme.

This exercise, known as 'Land Referencing', is carried out to identify those who may be affected by the scheme. Land referencing requires the use of publicly available information such as HM Land Registry, to initially identify any relevant land interests.

There is a possibility that Gateley Hamer, on our behalf, will require you to confirm your interest and provide the details of other parties whom you are aware of having an interest in the land. This information would be requested in the form of a Land Interest Questionnaire and follow-up correspondence. If this is required from you, you will receive this later this year from Gateley Hamer.

This information will be used to fulfil our statutory obligations, which includes making sure that you are up to date with important milestones on the scheme and to continue direct engagement throughout this process.

Next steps

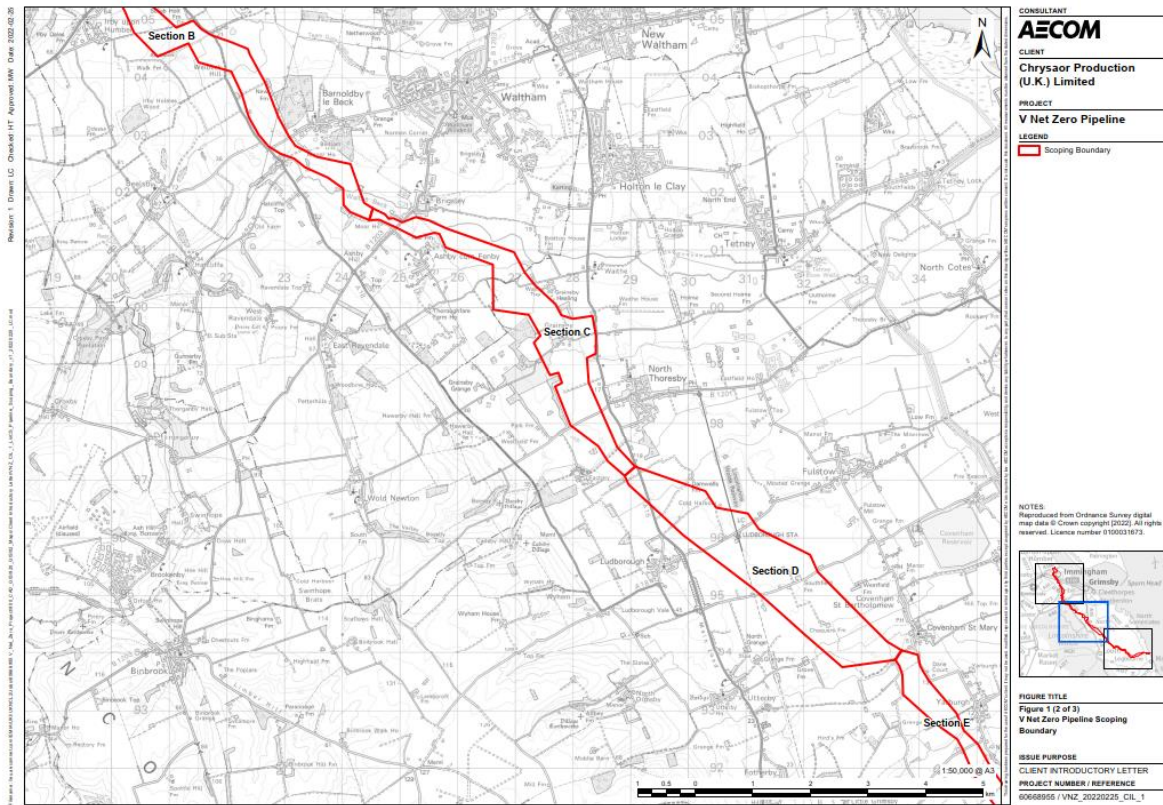
- If we require access to your land, Gateley Hamer will write to you seeking the relevant permissions.
- If we require you to fill in a Land Interest Questionnaire to support with our Land Referencing, Gateley Hamer will send this to you at the earliest opportunity.
- In the meantime, if you have any initial questions, or would like to discuss anything further, please contact Harbour Energy on 01224 206005 or email: vnetzeropipeline@harbourenergy.com

Yours faithfully,

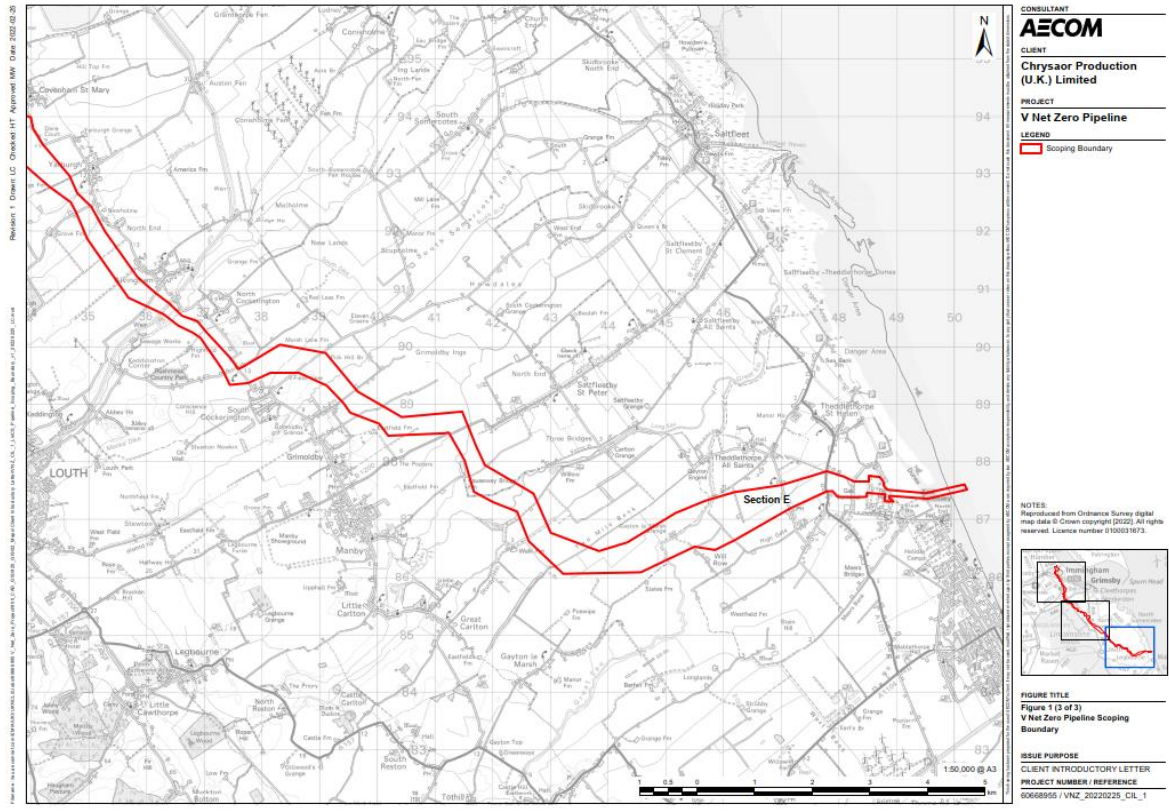
A handwritten signature in cursive script that reads "G. Davies".

Graeme Davies
Project Director – V Net Zero Transportation and Storage Project
Harbour Energy

Enclosed: Plan showing approximate location of V Net Zero Pipeline



Viking CCS pipeline (formerly V Net Zero Pipeline) Non-Statutory Consultation Report



Appendix C Landowner follow up letter

The logo for Gateley Hamer, featuring the word "Gateley" in a white sans-serif font on a yellow background, and the word "HAMER" in a white sans-serif font on a dark grey background.

Gateley Hamer
One Eleven
Edmund Street
Birmingham
B3 2HJ

25th March 2022
Tel: 07706 322 850

E-mail: james.mcinnerny@gateleyhamer.com

V Net Zero Pipeline – Land Access

Lead Developer / Owner: Chrysaor Production (U.K.) Limited, a Harbour Energy Company

Project: V Net Zero Pipeline, Lincolnshire

Land Agents: Gateley Hamer

Dear

You will have recently been contacted by Harbour Energy regarding the proposed V Net Zero Pipeline: a proposed pipeline that will transport captured carbon dioxide from various industrial emitters and permanently store it offshore beneath the seabed, as part of the *VNZ CO₂ Transport and Storage Project*. Gateley Hamer has been appointed by Harbour Energy to identify land interests potentially affected by the proposals and to obtain access onto private land for non-intrusive environmental surveys.

As explained in Harbour Energy's introductory letter, the VNZ project supports a process known as 'carbon capture and storage'. This involves capturing carbon at its point of emission, transporting it in a pipeline, and storing it deep underground, where it cannot escape into the atmosphere.

This has the effect of reducing overall carbon emissions and will be crucial if the UK is to meet its carbon emission targets by 2050.

As home to some of the largest carbon emitters in the UK, it makes economic and logistical sense for the Humber region to become a leader in carbon capture deployment in the UK.

The proposed onshore 53 km V Net Zero Pipeline (shown indicatively on the plan included with this letter) will help to build a low carbon centre in the Humber region, by connecting Immingham to the former Theddlethorpe Gas Terminal for onward transportation offshore in an existing gas pipeline, creating local economic growth and putting the region at the forefront of the UK's drive to achieve net zero.

If you would like more details on the project, please visit www.vnetzerocluster.co.uk, or contact us through the details included at the bottom of this letter.

V Net Zero Land Access Letter

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What is the purpose of the non-intrusive surveys?

To develop an understanding of the existing local environment, to allow for assessment of potential environmental impacts of the project and plan any necessary measures to reduce environmental effects. For this reason we are seeking permission to undertake non-intrusive (walkover) surveys within land in your ownership. Subject to agreeing access with yourselves, these surveys are proposed to commence in April 2022 and may be needed intermittently until April 2023.

What will the non-intrusive surveys involve?

The non-intrusive works will require access to your land for the surveys shown in **Table 1** below. **Please note that it is unlikely that all survey types listed below will be required on your land, and if several surveys are needed, they will be combined into single visits where possible.** We will ensure you are kept informed of our land access needs as the project progresses and you will be contacted in advance to agree access before any site visit is undertaken.

Table 1 – Non-Intrusive Survey Descriptions and Timeframes

Survey Type	Description	Indicative Time Period	Special Access Requirements
Vegetation/habitat surveys			
Phase 1 Habitat Survey	A site walkover where habitat types and species are recorded by a trained ecologist.	Between April – June (2022)	One survey visit to all land parcels
National Vegetation Classification (NVC) Survey (if required)	A botanical survey. Two surveyors will undertake a walkover survey recording plant species present and classifying habitats in accordance with the NVC user's handbook. The surveyors will be using botanical keys and hand lenses where required.	Between May - September (2022)	One survey visit if required to relevant land parcels
Hedgerow Survey	The hedgerow survey will comprise two surveyors walking through the study area, recording the condition and species present in the hedgerows.	Between May – June (2022)	One survey visit to each identified hedgerow
Tree Survey	The tree survey will comprise two surveyors walking through the study area, recording the condition and species of tree/tree groups present.	Between May – June (2022)	One survey visit to relevant land parcels
Great Crested Newt (GCN) Surveys (if required)			

Survey Type	Description	Indicative Time Period	Special Access Requirements
Habitat suitability index (if required)	This would ideally be undertaken at the same as the Phase 1 Habitat Surveys. Ponds are visually surveyed to identify if they are suitable for GCN.	15 April to 30 June (2022)	One survey visit to each pond
Environmental DNA (eDNA) (if required)	Should a pond be identified as suitable for GCN, a subsequent survey visit to the pond would be made to take a small water sample. This is sent to a laboratory for testing to identify if GCN eDNA is present in the pond.	15 April to 30 June (2022)	One survey visit to each pond
GCN population assessment survey (if required).	<p>If a pond is found to contain GCN eDNA, six additional surveys will be required to establish the population size. Survey methods include bottle trapping and torchlight surveys.</p> <p>Bottle Trapping</p> <p>Bottle trapping involves placing bottle traps around pond margins and leaving overnight. Bottle traps comprise 2 litre plastic bottles, which are cut in half and attached together using a garden bamboo cane. These are placed approximately every 2m around the pond fringes. Where ponds are unlined, the cane is pushed into the pond bottom, which effectively holds the bottle trap in the water. For lined ponds, a floating bottle trap is used. The bottle trap is retrieved the following morning and the number of GCN recorded, then released.</p> <p>Torchlight Surveys</p> <p>After dusk, torchlight surveys of each pond are completed, which involves surveyors shining torch beams around each pond margin, recording any wildlife observed in the water including GCN.</p>	15 March to 30 June (2022)	Six subsequent visits to each identified pond. At least two survey visits must be completed between mid-March and mid-May.
Bat Surveys (if required)			
Bat Roost Potential	Trees will be assessed for their suitability to support roosting bats during the Phase 1 Habitat Survey..	Between April – September (2022)	Bat emergence / re-entry or tree climbing surveys may be required if need for further surveys is confirmed

Survey Type	Description	Indicative Time Period	Special Access Requirements
Bat Activity Surveys Bat emergence/re-entry surveys	<p>If trees with bat roost potential are identified, additional bat emergence / re-entry or aerial climb and inspect surveys may be required. Bat activity surveys would include the deployment of static bat echolocation recording devices to record bat activity over several consecutive nights each month or season, as well as visits by bat surveyors.</p> <p>Bat surveys include both dusk visits and dawn visits and surveyors would be working at night and prior to first light in the morning. The actual times for surveys vary depending on the sunset and sunrise times each day but dusk surveys are generally undertaken approximately an hour before sunset and continue for up to two hours after sunset and dawn surveys are undertaken approximately an hour and a half before sunrise and continue fifteen minutes after sunrise.</p>	Between April – October (2022)	
Other surveys (if required)			
Badger Surveys	Two surveyors would undertake a walkover survey of the study area and record evidence of badger activity in the study area by sight, with the use of binoculars where required	Between April – June (2022)	One survey visit to each land parcel
Otter and Water Vole Surveys	<p>Two surveyors would undertake a walkover survey of the watercourses within the study area, recording evidence of or potential for otter. Surveyors will use binoculars where required to view the banksides of the watercourses.</p> <p>Surveyors will be looking for signs of presence of water vole and otter.</p>	Between April – June (2022) and July to end of September (2022)	Up to two survey visits, one mid-April to end of June 2022 and the other July to end of September 2022

Survey Type	Description	Indicative Time Period	Special Access Requirements
Reptile Survey	<p>Should land be identified as suitable for reptiles, surveyors would visit land parcels and deploy artificial refuges (0.5m x 0.5m squares of felt). The artificial refuges are placed adjacent to suitable reptile habitats such as hedgerows, dense scrub, woodland, watercourses, ponds and grassland habitats. Once deployed, the refuges are left in situ and allowed to 'bed in'.</p> <p>A minimum of seven follow up visits would be required. Surveyors would visit the refuges between 8.00am-11.00am or between 16.00-18.00, when the ambient temperature is between 9°C and 18°C. Surveyors would walk around the refuges checking for basking reptiles.</p>	Between April and October (2022)	Up to a total of 8 survey visits
Terrestrial Invertebrates Survey (if required)	If suitable habitat is identified, then follow up site assessments would be required.	Between April and September (2022)	One survey visit to relevant habitats
Aquatic Ecology Survey (if required)	A walkover of each main watercourse that would be crossed would be undertaken.	Between June – September (2022)	One survey visit to watercourses crossed by the pipeline
Wintering Bird Surveys	<p>A wintering bird survey would be carried out to determine the presence of these species of birds and to establish the location of winter food sources for birds. Birds would be identified and counted through walked transects and vantage points surveys to scan open habitat. These would preferentially be undertaken at high tides when birds are more likely to be pushed inland off intertidal habitats.</p>	<p>Between August and March inclusive; November 2021 - March 2022 and August 2022 - December 2022.</p> <p>Point count surveys - November 2021 to February 2022 inclusive</p>	One visit per month in daylight hours
Breeding Bird Surveys	Monthly breeding bird surveys of the same areas using the same methodology used for wintering bird survey point counts method. Spring passage birds will also be recorded during these surveys.	Between April to July 2022 inclusive	One visit per month over 4 months in April, May, June, and July

Survey Type	Description	Indicative Time Period	Special Access Requirements
Hydrology Walkover Survey	Site walkover - targeting areas where potential higher risk factors have been identified as well as watercourses to be crossed by the pipeline route, preferably at the location of each crossing and for a minimum 100m upstream and downstream.	Anytime	Single visit
Archaeological Walkover Survey	A walkover survey where archaeological features are recorded.	Anytime	Single visit
Geophysical Survey	Two surveyors on foot will set out a grid across the survey area. The grid will be marked using wooden stakes or bamboo canes. The surveyors will walk in a straight line across each field, either carrying the survey equipment or pushing it on a cart and taking measurements as they go. On completion of the survey the survey grid will be removed.	TBC	TBC
Noise Monitoring Surveys	Where elements of the project may cause noise impacts, long-term monitors at up to five locations for one week will be setup to capture noise levels continuously during these periods. Additional short-term monitoring will be carried out at other locations across the route of the project (up to five locations during both a weekday and weeknight period).	Anytime, during dry and still weather conditions	Continuous monitors set out and left in situ for one week. Short-duration monitoring can be utilised as an alternative.
Geology Site Walkover Survey	Site walkover survey would be undertaken, targeting land where potential higher risk factors have been identified. These surveys will look to identify on-site features including site activities, ground cover, evidence of ground disturbance, presence and condition of on-site structures which have the potential to result in ground contamination (e.g., tanks) and possible constraints on future site investigation.	Anytime	Single visit

Some photography may be required to form part of the survey reporting; any images taken will be treated in accordance with Data Protection legislation.

Who will carry out the non-intrusive surveys?

We will contact you in advance to confirm the nature and timing of the surveys proposed on your land. Various specialists have been appointed by Harbour Energy to conduct these

Gateley HAMER

James McInnery
Senior Land Liaison Officer
for Gateley Hamer Limited

Enclosed:

- Permission Slip and Duplicate copy for Landowner's record / reference
- Freepost Return Envelope
- Map of V Net Zero Proposed Pipeline Route
- BACS Form for Landowner
- BACS Form for Land Agent

V Net Zero Land Access Letter

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surveys, which are being coordinated by AECOM, a specialist environmental consultant. All surveyors will carry identification.

Will there be a requirement for intrusive surveys?

Should such surveys be required on your land we will contact you separately in due course to discuss further.

While we will endeavour to provide clarity at the earliest opportunity, at this stage it is too early to confirm if access to your land is required beyond the non-intrusive surveys.

Intrusive surveys, if required, could include trial pits, archaeological trenches and ground investigations.

What happens next?

Should surveys be required on your land, to cover any inconvenience by our presence for the non-intrusive surveys, we will make a payment of £250 post completion of the surveys. Note that this is contingent on the surveys taking place. Please see enclosed a BACS form for you to fill out and return, in order for us to arrange this payment.

If you have a Land Agent that represents you, then we will also pay your Land Agent a flat rate of £150 + VAT for the completion of the permission slip. We anticipate that this should be sufficient for the Land Agent to offer you advice and sign the permission slip, again contingent on surveys taking place. Please see enclosed a BACS form for your Land Agent to fill out and return, in order for us to arrange this payment.

Please call James McInnery on 07706 322 850 if you have any queries or concerns in relation to the nature of these surveys.

To help us to agree the terms of access onto your land, we would greatly appreciate the completion and return of the form below, at your earliest convenience, either via email or return using the Freepost envelope provided.

A duplicate copy is attached for your reference.

Allowing access at this stage simply helps refine our design proposals and reduce any potential impacts.

Thank you in advance for your cooperation, in the meantime, please do not hesitate to get in contact, should you have any queries, and we look forward to hearing from you.

All information provided will be treated confidentially and in accordance with the Data Protection Act 1998.

Yours sincerely,



COPY TO RETURN:

Permission for Chrysaor Production (U.K.) Limited, a Harbour Energy Company to undertake non-intrusive surveys

Please complete this form by 06th April 2022 to give permission for employees or approved contractors of Harbour Energy, to enter onto land parcels within _____ for non-intrusive surveys.

The form should be completed, signed and returned by 06th April 2022 using the enclosed Freepost envelope provided, or returned by e-mail to [V-Net Zero @ gateleyhamer.com](mailto:V-Net Zero@gateleyhamer.com).

I / We * the owner(s) / occupiers * of land around the proposed V Net Zero scheme hereby **agree / do not agree** * to representatives of Harbour Energy entering my / our * land for the purposes of carrying out non-intrusive surveys

* please delete as applicable

Signed: Date:

Print Name:

Address:

.....

Tel No:

E-mail:

Access arrangements and specific risks, hazards Surveyors should be aware of:

Preferred method of contact (telephone/email/text message etc.):

Contact Person:.....

Other parties to be notified:.....

Courtesy call/ text required in advance of the visit?:
.....

Access (parking, best access route, locked gates etc.):.....

Hazards (domestic pets, cattle, livestock, heavy farm machinery etc.):.....

Health & Safety Risks: (asbestos, shooting activities, electric / barbed wire fences etc.)
.....

Crops to be mindful of (Rapeseed Oil etc.).....

YOUR COPY

<p>Permission for Chrysaor Production (U.K.) Limited, a Harbour Energy Company to undertake non-intrusive surveys</p> <p>Please complete this form by 06th April 2022 to give permission for employees or approved contractors of Harbour Energy, to enter onto land parcels within _____ for non-intrusive surveys associated with the V Net Zero Pipeline.</p> <p>The form should be completed, signed and returned by 06th April 2022 using the enclosed Freepost envelope provided, or returned by e-mail to V-Net Zero @ gateleyhamer.com.</p> <p>I / We * the owner(s) / occupiers * of land around the proposed V Net Zero scheme hereby agree / do not agree * to representatives of Harbour Energy entering my / our * land for the purposes of carrying out non-intrusive surveys</p> <p>* please delete as applicable</p> <p>Signed: Date:</p> <p>Print Name:</p> <p>Address:</p> <p>.....</p> <p>Tel No:.....</p> <p>E-mail:</p>
<p><u>Access arrangements and specific risks, hazards Surveyors should be aware of.</u></p> <p>Preferred method of contact (telephone/email/text message etc.):</p> <p>Contact Person:.....</p> <p>Other parties to be notified:.....</p> <p>Courtesy call/text required in advance of the visit?:</p> <p>Access (parking, best access route, locked gates etc.):.....</p> <p>Hazards (domestic pets, cattle, livestock, heavy farm machinery etc.):.....</p> <p>Health & Safety Risks: (asbestos, shooting activities, electric / barbed wire fences etc.)</p> <p>Crops to be mindful of (Rapeseed Oil etc.):.....</p>

surveys, which are being coordinated by AECOM, a specialist environmental consultant. All surveyors will carry identification.

Will there be a requirement for intrusive surveys?

Should such surveys be required on your land we will contact you separately in due course to discuss further.

While we will endeavour to provide clarity at the earliest opportunity, at this stage it is too early to confirm if access to your land is required beyond the non-intrusive surveys.

Intrusive surveys, if required, could include trial pits, archaeological trenches and ground investigations.

What happens next?

Should surveys be required on your land, to cover any inconvenience by our presence for the non-intrusive surveys, we will make a payment of £250 post completion of the surveys. Note that this is contingent on the surveys taking place. Please see enclosed a BACS form for you to fill out and return, in order for us to arrange this payment.

If you have a Land Agent that represents you, then we will also pay your Land Agent a flat rate of £150 + VAT for the completion of the permission slip. We anticipate that this should be sufficient for the Land Agent to offer you advice and sign the permission slip, again contingent on surveys taking place. Please see enclosed a BACS form for your Land Agent to fill out and return, in order for us to arrange this payment.

Please call James McInnery on 07706 322 850 if you have any queries or concerns in relation to the nature of these surveys.

To help us to agree the terms of access onto your land, we would greatly appreciate the completion and return of the form below, at your earliest convenience, either via email or return using the Freepost envelope provided.

A duplicate copy is attached for your reference.

Allowing access at this stage simply helps refine our design proposals and reduce any potential impacts.

Thank you in advance for your cooperation, in the meantime, please do not hesitate to get in contact, should you have any queries, and we look forward to hearing from you.

All information provided will be treated confidentially and in accordance with the Data Protection Act 1998.

Yours sincerely,




Consultation postcard distribution area (1.5km buffer)



Appendix D Non-statutory consultation postcard

V Net Zero Pipeline Public consultation



Harbour Energy would like your views on a new pipeline being proposed for the area. This pipeline will transport carbon captured from the Immingham industrial site to Theddlethorpe, where it will then be piped out to a storage site below the seabed.

The V Net Zero pipeline will help the UK move towards a low-carbon future and put the Humber region at the forefront of carbon capture technology.

The UK is aiming to achieve **Net Zero carbon emissions by 2050** and the V Net Zero pipeline will play a crucial role in achieving this target.



A public consultation on the plans will run from **Tuesday 26 April to Tuesday 7 June 2022**. To find out more information and to leave your feedback, visit www.vnetzeropipeline.co.uk or attend one of our drop-in events.



V Net Zero Pipeline Public consultation

Find out more and have your say

A public consultation on the V Net Zero pipeline will run for six weeks from **Tuesday 26 April to Tuesday 7 June 2022**. This will give you an opportunity to view the plans and provide your feedback on the project. To find out more information and to view the route in more detail, visit our Virtual Consultation Room online at www.vnetzeropipeline.co.uk.

Several drop-in events will be held at venues located along the proposed route of the pipeline. The public events will allow you to view the plans and ask any questions of the project team. More details are provided on this postcard.

26 April	Tuesday 26 April / 3pm - 7pm Best Western Oaklands Hall Hotel, Barton Street, Laceby, Grimsby, Lincolnshire, DN37 7LF
27 April	Wednesday 27 April / 3pm - 7pm Ashbourne Hotel, Vicarage Ln, North Killingholme, Immingham, DN40 3JL
3 May	Tuesday 3 May / 3pm - 7pm North Thoresby Village Hall, The Square, North Thoresby, Grimsby, DN36 5QL
4 May	Wednesday 4 May / 3pm - 7pm Theddlethorpe Village Hall, Silver Street, Mablethorpe, Lincolnshire, LN12 1PA
5 May	Thursday 5 May / 3pm - 7pm Grimoldby and Manby Village Hall, 6 Tinkle Street, Grimoldby, Lincolnshire, LN11 8SW

If you have any questions, or require the consultation materials in an alternative format, please email us at vnetzeropipeline@aecom.com or phone us on **07917 986094**.




Appendix E Non-statutory consultation social media publicity



V Net Zero Cluster

605 followers

2mo • 



With all eyes on **#decarbonisation**, we are thrilled to have hosted our first V Net Zero Humber Cluster public webinar on 15 February. We would like to thank all our guest speakers: **John Underhill**, **Jon Gibbins** and **Ralph Windeatt** for sharing their knowledge and expertise.

Thanks to their insightful presentations we were able to have an engaging conversation about our project and the importance of **#CCUS** in the **#energytransition** and the global ambition to reach **#netzero**.

We were delighted to see such an excellent turnout for the webinar and hope to host more events on **#carboncapture** in the future.

If you missed it, you can catch up, share the discussion, or re-watch on demand here: <https://lnkd.in/dKeG5iet>

 **@vnetzerocluster** @vnetzerocluster · 22h ⋮

The first consultation event for the V Net Zero pipeline takes place tomorrow, at the Oaklands Hall Hotel in Laceby. Can't make it? You can also take part via the Virtual Consultation Room - an online exhibition which opens 26 April 2022. vnetzeropipeline.co.uk/consultation




vnz
CO₂ Transport & Storage


V Net Zero Pipeline

Virtual consultation


Find out more and have your say
Take part via our virtual consultation room on the V Net Zero pipeline, open 24hrs a day from Tuesday 26 April to Tuesday 7 June 2022.

  1  

 **V Net Zero Cluster** ⋮



605 followers
1w · 

Consultation for the proposed V Net Zero pipeline will begin on 26 April 2022. Capturing carbon at the Immingham industrial cluster, and transporting it for 53km to the former Theddlethorpe Gas Terminal, the V Net Zero pipeline will transfer 11 million tonnes of carbon dioxide per year. That's the equivalent of removing almost 20% of emissions from the UK's cars each year. To learn more about Harbour Energy's plans for the V Net Zero pipeline, including the dates of consultation events in late April and early May, visit our dedicated website: <https://lnkd.in/driZqZAA>



The map shows the proposed V Net Zero pipeline route starting from the Immingham industrial cluster, passing through the former Theddlethorpe Gas Terminal, and extending to the North Sea Injection site. Key locations marked include Immingham, Theddlethorpe, and the North Sea Injection site. The pipeline is shown as a blue line connecting these points.

About us - V Net Zero Pipeline
vnetzeropipeline.co.uk · 2 min read

 87  8 shares

V Net Zero Cluster
605 followers
3d • Edited •

Do you work or live between Immingham and Theddlethorpe? Public consultation events kick off next week for the V Net Zero pipeline project - and we want to hear your thoughts on the plans! For more information on the project:
www.vnetzeropipeline.co.uk

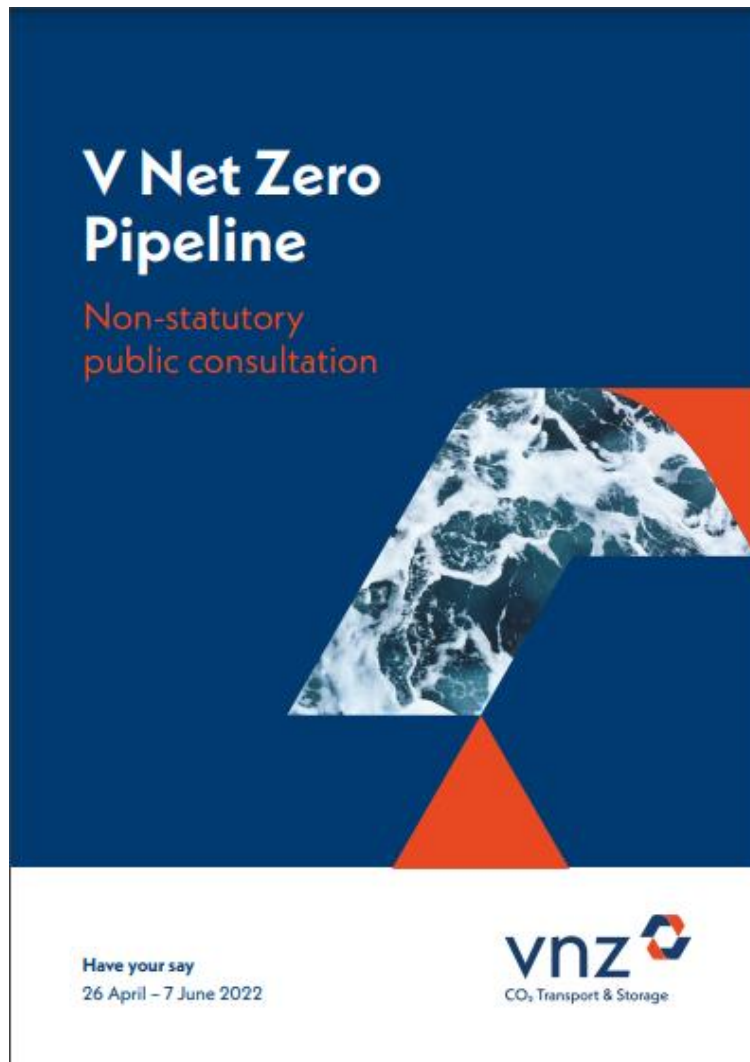
V Net Zero Pipeline
Public consultation

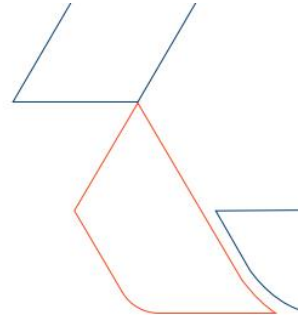
vnz
CO₂ Transport & Storage

 26 April	Tuesday 26 April / 3pm - 7pm Best Western Oaklands Hall Hotel, Barton Street, Laceby, Grimsby, Lincolnshire, DN37 7LF	 4 May	Wednesday 4 May / 3pm - 7pm Theddlethorpe Village Hall, Silver Street, Mablethorpe, Lincolnshire, LN12 1PA
 27 April	Wednesday 27 April / 3pm - 7pm Ashbourne Hotel, Vicarage Ln, North Kilvingholme, Immingham, DN40 3JL	 5 May	Thursday 5 May / 3pm - 7pm Grimoldby and Marby Village Hall, 6 Tinkle Street, Grimoldby, Lincolnshire, LN11 8SW
 3 May	Tuesday 3 May / 3pm - 7pm North Thoresby, Village Hall, The Square, North Thoresby, Grimsby, DN36 5 QL		

14 1 share

Appendix F Non-statutory consultation brochure





- 04. Foreword
- 05. How to respond
- 06. About the V Net Zero pipeline
- 08. Preferred corridor
- 10. Your views are important
- 11. How is planning permission granted?
- 12. Construction of the pipeline
- 13. Consultation feedback and next steps
- 14. V Net Zero pipeline project timeline

Foreword

Thank you for taking the time to read more about our proposals for the V Net Zero pipeline. At Harbour Energy, we believe these plans will put the Humber and Lincolnshire region at the forefront of carbon capture and storage (CCS); a technology that is recognised as one of the key ways the UK can achieve its target of Net Zero carbon emissions by 2050.

The Humber and Greater Lincolnshire area is the largest carbon-emitting region in the UK, through both industrial and power generation, so it's essential we look to decarbonise industries already operating here.

As we move towards a low-carbon economy, we must make this transition in a way that retains and promotes jobs and prosperity in the Humber region. The V Net Zero pipeline, which is part of the wider V Net Zero CO₂ Transport and Storage project, will support this.

The 53km underground pipeline, running from Immingham to the former Theedleshorpe Gas Terminal (TGT) to the south, will transport 11 million tonnes of carbon a year by 2050. That's equivalent to removing almost 20 per cent of the emissions from the UK's cars each year.

We're currently developing our proposals for the V Net Zero pipeline. Early next year, we plan to submit an application for a Development Consent Order (DCO). Before then, we are consulting local communities about the project.

It's important to us that local people feel they can help shape the proposals for the V Net Zero pipeline. Here, you can learn more about the project and how to tell us what you think. Given the scale of this project and the opportunity it represents for the Humber region, I hope to hear from as many local people as possible.

J. Davies

Graeme Davies CEng FIMechE
Project Director – VNZ CO₂ Transport & Storage

How to respond

This initial phase of consultation for the V Net Zero pipeline will run between **Tuesday 26 April** and **Tuesday 7 June 2022**.

Feedback

Feedback received during the consultation period will help inform the detailed design of the proposals and form part of a post-consultation report. This report will detail what feedback we have received, and how we will consider it as part of our plans for the V Net Zero pipeline.

During the consultation period, you can provide your feedback in a number of ways. These include:



Online survey at
www.vnetzeropipeline.co.uk



Email at
vnetzeropipeline@aecom.com



Phone on **07917986094**



By mail at
Freeport VNZ PIPELINE CONSULTATION



The Virtual Consultation Room, which will be live between 26 April and 7 June 2022.

Virtual Consultation Room

We also have a Virtual Consultation Room (VCR). This is an online exhibition that aims to complement our in-person events and provide more information about the scheme by using exhibition boards and maps of the proposed route.

You will be able to provide your feedback there. The VCR will be open 24 hours a day, seven days a week, throughout the consultation period.

You can access the VCR through our project website
www.vnetzeropipeline.co.uk/consultation

About the V Net Zero pipeline

The V Net Zero pipeline will take captured carbon from the Immingham industrial area, and transport it for 53km to the site of the former Theddlethorpe Gas Terminal (TGT).

From there, the carbon dioxide will enter a former gas import pipeline, before being injected into two existing depleted gas reservoirs, 9,000 feet deep and 120km off the coast in the North Sea. This process is called carbon capture and storage, and is one of the ten proposed ways the UK will achieve its target of Net Zero carbon emissions by 2050.

Harbour Energy has an extensive record of safety management in the oil and gas industry, including in the development and operation of over 38 gas fields, and the Theddlethorpe Gas Terminal in Lincolnshire, over the past five decades.

Net Zero

Net Zero means that the amount of carbon dioxide we emit into the atmosphere is no greater than the amount of carbon dioxide we take away from the atmosphere.

The UK government has a target of achieving Net Zero by 2050. To meet this target, we need to move towards cleaner sources of energy, while decarbonising existing infrastructure. This is where carbon capture and storage technology is set to play a crucial role.

Carbon capture and storage

Carbon capture and storage is the process by which carbon dioxide can be prevented from reaching the atmosphere, and is then transported to underground storage that locks emissions safely in bedrock under the sea. In the UK, all prospective carbon storage sites are located offshore, with a large storage potential in the North Sea.

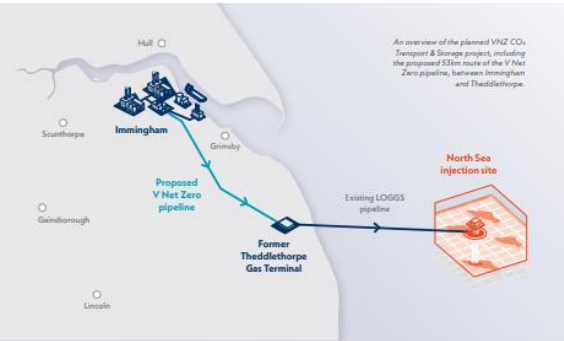
Carbon capture and storage is recognised by the Intergovernmental Panel on Climate Change (the IPCC) and the UK government as a vital step on the road to achieving Net Zero carbon emissions. The UK Government has set out plans as part of the 6th Carbon Budget to capture and store between 20 and 30 million tonnes of carbon dioxide a year by 2030.

How will the V Net Zero pipeline open the door to a low-carbon future?

Over 70 per cent of the existing Humber industrial and power emissions are located on the Lincolnshire side of the Humber estuary. Decarbonising these industries is needed not only to meet the UK's Net Zero goals, but also to preserve skilled jobs in the region.

The V Net Zero pipeline plans to install a carbon transport pipeline to link the centre of industry in the Humber, Lincolnshire area with high-quality offshore storage sites in the southern North Sea. This project will encourage future low-carbon investment in the Lincolnshire and Humber region, preserving existing jobs in the industrial and power sectors.

The former Theddlethorpe Gas Terminal hosts a number of Harbour Energy assets that we want to re-use for transporting carbon offshore (including the LOGGS pipeline) – minimising the environmental disturbance of building a new offshore pipeline.



Benefits of the scheme



Opportunities for the Humber

The project will provide high-quality jobs and skills training, while promoting low-carbon, technology-led investment in the region for the long term.



Safeguarding industry

This investment will remove carbon emissions from existing industry in the Humber region and enable a longer-term sustainable energy transition, thus, safeguarding existing jobs.



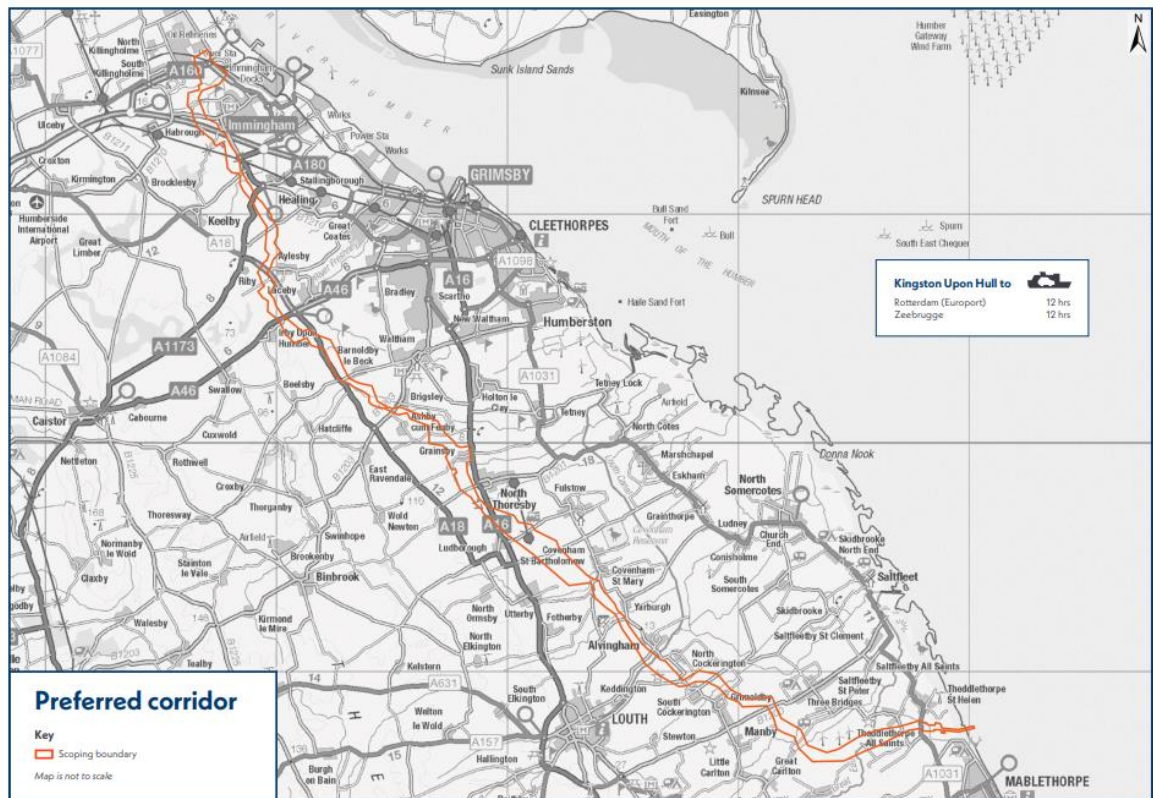
Tackling climate change

By 2050, the V Net Zero project and our partners in the Immingham Industrial Cluster plan to capture, transport and store 11 million tonnes of carbon dioxide a year. This would be equivalent to removing almost 20 per cent of the emissions from the UK's cars each year.



Boosting biodiversity

We're proposing to achieve a 10 per cent net increase in local biodiversity as part of the project.



Your views are important

The 'corridor' we are seeking your views on refers to the widest possible area we could lay the pipeline within.

We need to revise this corridor to a much narrower route. However, we want to do this after asking the views of the local community. We also need to talk to landowners who might be affected, and carry out wide-ranging surveys to look at aspects such as local wildlife. We want this corridor to strike a balance between the competing factors we must consider.

We will construct the pipeline within this corridor, which varies in width. In most places, we will need only a 30m working width to lay the underground pipeline. As the project develops, and we come

back to communities for further consultation, we hope to have defined a narrower route that will represent more closely where we expect the pipe to run.

The consultation period for the V Net Zero pipeline will run between **Tuesday 26 April and Tuesday 7 June 2022**. Throughout this time, there will be a number of ways for you to provide your views on our plans for the V Net Zero pipeline. These are outlined on page 13.



How has this route developed?

We have been working to develop the best possible route for the pipeline for over a year. As part of this, we undertook detailed assessments on five possible options.

We have considered several important factors in trying to decide on a corridor to construct the pipeline within. These are:



The safety of local communities



Built-up areas or sensitive buildings such as schools



Areas protected for their habitats and species



The Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB)



Areas that are vulnerable to flooding



Historic monuments

How is planning permission granted?

What is a Development Consent Order and why is it needed?

To build a Nationally Significant Infrastructure Project (NSIP), a Development Consent Order (DCO) is required. To gain a DCO, a planning application is made under the Planning Act 2008.

NSIPs are infrastructure developments of national importance in England and Wales. These include projects such as major roads, power plants, large renewable energy projects and airport extensions.

A DCO application is made to the Planning Inspectorate. They will consider the application and make a recommendation to the Secretary

of State for Business, Energy & Industrial Strategy (BEIS), who will ultimately decide whether development consent should be granted for the scheme.

VNZ CO, Transport & Storage 11

Construction of the pipeline

Duration of construction

- We expect the construction phase to last up to two years. However, some aspects of construction will be relatively quick. The main activities will include earthworks and moving materials by lorry, cutting the trench and covering it, and landscaping.
- We will develop a detailed programme that will aim to limit the amount of time specific locations are affected by construction.
- We will let residents know well in advance the details of the construction works planned, to help minimise disruption and to allow communities to plan for any disruption we cannot avoid.



The construction phase is expected to last up to two years



Construction management

Due to the nature of the construction work needed, some disruption is inevitable.

We will maintain best practice on site and through overall management of the project as per the Construction Environmental Management Plan (CEMP). This ensures that all the way through the construction period, we carefully control activities that could cause dust, noise and vibration, and manage any impacts.



Consultation feedback and next steps

Providing your views

To provide your feedback on the scheme, you can fill in the feedback form, available online at www.vnetzeropipeline.co.uk.

If you are unable to visit one of our public consultation events, you can visit our website at www.vnetzeropipeline.co.uk/consultation, and access our Virtual Consultation Room, which is open 24-hours a day, seven days a week, throughout the consultation period.

Alternatively, you can contact our project team by:



Email at vnetzeropipeline@aecom.com



By mail at **Freepost VNZ PIPELINE CONSULTATION**



Phone on **07917986094**

What happens after consultation?

We will gather and analyse all feedback from the public consultation and use it to inform our proposals where possible.

We will produce a post-consultation report, which will highlight how feedback we receive has helped shape our plans for the V Net Zero pipeline.

Thank you for taking the time to examine our proposals for the V Net Zero pipeline. We look forward to working with local stakeholders as the project continues to take shape in the months ahead.

VNZ CO, Transport & Storage 12



Appendix G Non-statutory consultation FAQ document

V Net Zero Pipeline

FAQs

This document has been created to answer some of the most frequently asked questions about the V Net Zero pipeline.

If you have questions which are not answered in this document, you can contact our project team by phone on **07917 986 094**, or by email at **vnetzeropipeline@aecom.com**

Overview

What is the V Net Zero pipeline?

The V Net Zero pipeline is a proposed 53km underground, onshore pipeline. It will transport captured carbon from the Immingham Industrial Cluster, and transfer it to the site of the former Theddlethorpe Gas Terminal (TGT).

Once fully operational, the V Net Zero pipeline will transport 11 million tonnes of carbon a year. That's the equivalent of almost 20 per cent of emissions from the UK's cars each year.

Why are you proposing to construct the V Net Zero pipeline here?

The Humber region is the largest carbon-emitting region in the UK through both industrial and power generation. It's essential we look to decarbonise industries already in the Humber and Greater Lincolnshire area.

As we move towards a low-carbon economy, it's vital we make the transition in a way that retains and promotes jobs and prosperity in the Humber region. The V Net Zero pipeline, which is part of the wider V Net Zero Transport and Storage project, will support that process by providing a carbon transport route to Theddlethorpe, to tie-in to the existing offshore pipeline and storage in depleted gas reservoirs.

When are you planning to construct the V Net Zero pipeline?

We intend to submit our planning application for the V Net Zero pipeline in spring 2023. If permission is granted, we would expect construction to begin in 2025 and finish in 2027.

¹ Find out more www.vnetzeropipeline.co.uk

Appendix H

V Net Zero Pipeline FAQs

Consultation and engagement

How can I give my feedback, and how will I know it has been taken on board?

All feedback, both written and verbal, will be recorded and considered throughout the process by a member of the team. This feedback will form the basis of the post-consultation report. The report lays out the steps taken by the project team in light of each individual piece of feedback received.

Feedback provided at events can be given on official forms, or verbally to members of the project team. A full breakdown of in-person events can be viewed below.

	Tuesday 26 April / 3pm - 7pm Best Western Oaklands Hall Hotel, Barton Street, Laceby, Grimsby, Lincolnshire, DN37 7LF
	Wednesday 27 April / 3pm - 7pm Ashbourne Hotel, Vicarage Ln, North Killingholme, Immingham, DN40 3JL
	Tuesday 3 May / 3pm - 7pm North Thoresby Village Hall, The Square, North Thoresby, Grimsby, DN36 5QL
	Wednesday 4 May / 3pm - 7pm Theddlethorpe Village Hall, Silver Street, Mablethorpe, Lincolnshire, LN12 1PA
	Thursday 5 May / 3pm - 7pm Grimoldby and Manby Village Hall, 6 Tinkle Street, Grimoldby, Lincolnshire, LN11 8SW

You can also find official online forms through the website, which hosts our Virtual Consultation Room. If you'd like to visit the Virtual Consultation Room, or download hard copy survey forms, the website can be found at www.vnetzeropipeline.co.uk

Our project team can also be contacted by telephone on **07917 986 094**, or by email at vnetzeropipeline@aecom.com

How can members of the public contact the project team?

You can call the community relations team on **07917 986 094** or email them at vnetzeropipeline@aecom.com

You can also find further information at www.vnetzeropipeline.co.uk, or through our Twitter page (@vnetzerocluster) or LinkedIn page (V Net Zero Cluster).

What community engagement is proposed?

We will be carrying out a full programme of community engagement in the Humber region as our works progress on the pipeline, and will let you know more as our plans develop.

² Find out more www.vnetzeropipeline.co.uk



Planning

What is a Development Consent Order?

A Development Consent Order (DCO) is a planning application made under the Planning Act 2008, to gain permission to build a Nationally Significant Infrastructure Project (NSIP). NSIP's are major infrastructure developments in England and Wales such as major roads, power plants, large renewable energy projects and airport extensions.

A DCO application is made to the Planning Inspectorate. They will consider the application and make a recommendation to the Secretary of State for Business, Energy & Industrial Strategy (BEIS) who will ultimately decide whether development consent should be granted.

What is the planning process for granting approval for the pipeline?

A Development Consent Order (DCO) application must be made to approve the project and construct the V Net Zero pipeline. There are six stages to a DCO application:

- **Pre-application:** before submitting the application, the applicant must carry out formal consultation on the proposals to statutory bodies, for example the Environment Agency, local authorities and communities and affected persons such as landowners. The people consulted can influence the design or layout of the project.
- **Acceptance:** the acceptance stage begins when the application is submitted. The Planning Inspectorate (PINS) has 28 days to decide whether or not the application meets the standards required to go to the next stage. If accepted, the documents are published on the Planning Inspectorate's website and in local and national press.
- **Pre-examination:** members of the public can register with PINS and give a written summary of their views. An examining authority will be appointed, who will invite all interested parties to a preliminary meeting to discuss the process of examination. There is no statutory timescale for this stage of the process, although it usually takes around three months.
- **Examination:** the Planning Inspectorate has up to six months to complete the examination. In this time, interested parties will be invited to provide more details in writing or speak at hearings. The examining authority will consider all the important and relevant matters including the views of interested parties and any supporting evidence submitted (and answers provided).
- **Recommendation and decision:** within three months of the end of the examination period, PINS will submit a report and recommendations to the Secretary of State (SoS) for Business, Energy & Industrial Strategy (BEIS). The SoS then has a further three months to decide whether to grant or refuse development consent.
- **Post decision:** following a decision from the SoS, there is a six-week period for anyone to legally challenge the SoS's decision in the High Court, also known as Judicial Review.

V Net Zero Pipeline FAQs

Environment

How will you manage the environmental impact of the project?

Harbour Energy has a commitment to protect the environment at all times. The aim of the V Net Zero pipeline is to provide a net environmental benefit by reducing the emissions of carbon dioxide gas to the atmosphere from critical UK industries.

Managing our environmental impact starts during the pipeline routing assessment phase and is systematically reviewed and assessed throughout the rest of the project. This will ensure we can identify and control any potential impacts associated with project activities.

We will present the steps we're taking to manage environmental impact in a draft Construction Environment Management Plan. This plan is a requirement of the Development Consent Order (DCO), and so all stakeholders will have access to it.

As well as developing an Environmental Impact Assessment (EIA) at the outset of our work, the V Net Zero pipeline project will keep to all environmental regulations, and align with conservation objectives, strategic policies and management plans, as well as Harbour Energy's own environmental policy.

The success of the EIA process and environmental impact mitigation strategy is built on obtaining accurate starting data, and detail of this is presented in the EIA Scoping Report.

What will be the impact of noise, vibration and air quality for local communities?

Pipeline construction activities will present potential impacts including noise, vibration, light and dust for the short-term construction period. We will determine the effects of these as part of the EIA process, and propose measures to control the impact. We anticipate these local impacts will be short term in nature as the pipeline construction teams progress along the pipeline routing corridor.

We will have plans and procedures in place specifically to manage the length and scale of the impacts of construction activities. We expect the construction period for the entire pipeline to be between one and two years and do not anticipate any impacts of noise, vibration, light and dust after that.

We're working with local political stakeholders, heritage organisations and planning authorities, as we prepare to carry out sound and vibration surveys on the area around the pipeline routing corridor. We will carry these out in consultation with the Environmental Health Officers of the relevant local authorities, including Lincolnshire County Council, North Lincolnshire Council, North East Lincolnshire Council, East Lindsey District Council and West Lindsey District Council.

We will agree suitable locations for noise monitoring and take into consideration the safety of the operators, security of monitoring equipment and accessibility.

⁴ Find out more www.vnetzeropipeline.co.uk



V Net Zero Pipeline FAQs

Engineering and pipeline details

Can I have some details of the pipe and how it's made?

The pipeline will be designed, constructed and operated in accordance with the UK's Pipeline Safety Regulations (1996).

The pipeline is 53km long and expected to have an outer diameter of 24 inches. It will be buried deeper than 1.2m. We have made commitments to not harming people and to always protecting the environment. Therefore we ensure that we systematically identify, evaluate and manage risks at all stages of the pipeline's life, from design through to operation and ultimately decommissioning. This includes evaluating the wall thickness, the materials, the pipe manufacture, and all stages of the final construction, welding, testing and inspection.

Will the pipeline run underground?

Yes, the V Net Zero pipeline will be buried always deeper than 1.2 metres. We will install it in the traditional way in an open trench, which we then re-cover.

This involves removing the topsoil and excavating the earth below, using mechanical excavators or a specialised trenching machine. Pieces of the pipeline are then lowered into the trench.

The trench is then filled with earth, and the sub and topsoil re-instated.

We will work closely with landholders and land users to ensure the pipeline location is well signposted, to avoid any accidental interference with the pipeline. We will also ensure the burial depth is enough so that farming does not present any threat to the pipeline's safety.

Construction

How much will it cost to construct the pipeline?

The cost will depend on the final route selected, and the final designs, procurement and contracts.

How long will it take to construct the pipeline?

We anticipate construction will last up to two years. However, some aspects like earthworks will be relatively quick compared to other elements such as landscaping, which will continue throughout the period. A detailed programme will aim to limit the amount of time each specific location is affected by construction.

We will let residents know well in advance of planned construction works, to manage disruption and to allow local communities to plan accordingly.

What will be the impact of construction on local communities?

Due to the nature of the work needed, some disruption is inevitable. However, we will maintain best practice on site and through overall management of the project as per the Construction Environment Management Plan. This ensures that all the way through the construction period, we carefully control activities that could cause dust, noise and vibration, and manage any impacts.

5 Find out more www.vnetzeropipeline.co.uk



V Net Zero Pipeline FAQs

Safety

How can I be sure you will follow safety measures?

Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a strong commitment to all requirements of safety management.

The Health and Safety at Work Act 1974 requires employers to ensure the health and safety of their employees and others so far as possible. This means that CO₂ pipeline operators should manage the risks at every stage of the pipeline's lifetime, through a comprehensive risk assessment.

There is other relevant legislation we follow. Part II of the Pipelines Safety Regulations 1996 defines the legal standard for the design and operation of pipelines. Other regulations we will adhere to include:

- Construction (Design and Management) Regulations 2015
- Management of Health and Safety at Work Regulations 1999
- Reporting of Injuries, Diseases and Dangerous Occurrences Regulation 2013

Harbour Energy will work openly with the Health & Safety Executive on the risk management and safety management systems for carbon capture and storage.

Does Harbour Energy have experience of projects like this?

The company's management systems have been developed for safe operation in the process and offshore oil and gas industries, with extensive experience in safely operating large and complex facilities with hazardous substances. This includes the development and operation of over 38 gas fields and the Theddlethorpe Gas Terminal in Lincolnshire from the 1970s. We will use our well-established Safety Management System to benefit the development of the V Net Zero pipeline to identify, evaluate and manage hazards during all phases of the V Net Zero pipeline's development, construction, commissioning, operation and eventual decommissioning.

6 Find out more www.vnetzeropipeline.co.uk



Appendix I Non-statutory consultation exhibition boards

01. Introduction What is the V Net Zero Pipeline?



Welcome

- The V Net Zero pipeline is a \$3.6bn pipeline that will transport captured carbon dioxide from Incehulph to the former Theddlethorpe Gas Terminal. The V Net Zero pipeline is an essential part of the VNZ CO₂ Transport & Storage project (VNZ), which will join the Humber and Lincolnshire region at the forefront of carbon capture and storage technology in the UK.
- Meeting the UK's target of achieving Net Zero carbon emissions by 2050 will require reduced emissions of carbon dioxide from existing industries within the Humber and Greater Lincolnshire region. This transition to a low-carbon economy must be done in a way that retains and generates jobs and prosperity in the Humber region.
- Carbon capture, transport and storage offers a way to maintain these vital energy-intensive industries for decades. The technology allows us to keep jobs in the region and provides the low-carbon infrastructure needed to generate the development of new industries and investment in Lincolnshire and the Humber.
- The V Net Zero pipeline will transport captured carbon dioxide from the Incehulph industrial site, to the site of the former Theddlethorpe Gas Terminal (TGT), 53km away. From there, the captured carbon emissions will be transferred along an existing subsea pipeline, before being injected into two existing depleted gas reservoirs, 9,000 feet deep and 100km off the coast in the North Sea. This process is called 'carbon capture and storage', and is one of several important ways for the UK to achieve its target of achieving Net Zero carbon emissions by 2050.

Project description

- The V Net Zero pipeline will be part of a process known as 'carbon capture and storage', commonly shortened to CCS. CCS is thought to be one of several key methods to achieve the government's targets of meeting Net Zero carbon emissions by 2050.
 - Once fully operational, the V Net Zero pipeline will transport 11 million tonnes of carbon a year. That's equivalent to removing almost 30 per cent of the emissions from the UK's cars each year.
- ### Harbour Energy's plan
- The V Net Zero CO₂ Transport & Storage project is in the development phase. We are consulting on the proposed route outside of the sea pipeline. Construction of the project is planned to start in 2025 and carbon storage will begin in 2027.



An overview of the planned VNZ CO₂ Transport & Storage project, including the proposed ESR route of the V Net Zero pipeline, between Incehulph and Theddlethorpe.



Have your say

Harbour Energy has been working on identifying the best possible route for the pipeline for over a year.

We have considered many factors of our decision on a route we will construct the pipeline rather. This includes communities, farms and forests, the presence of protected habitats and species, Areas of Outstanding Natural Beauty and built-up areas – among many other factors.

Your feedback will help us to develop a more clearly defined, narrower route of route we need. The pipeline to run. We'll then come back to local communities to consult further later this year.

This public consultation on our proposals for the V Net Zero pipeline will be open for 8 weeks, between Tuesday 26 April and Tuesday 2 June 2025.

We would welcome your feedback through the online survey available in our Virtual Consultation Room.

If you would like further information about our proposals for the V Net Zero pipeline, visit our website at www.vnetzero.co.uk.



02. Working towards a low-carbon future



What is Net Zero?

- Net Zero means that the amount of carbon dioxide we emit into the atmosphere is no greater than the amount of carbon dioxide we take away from the atmosphere.
- It means not just controlling the levels of carbon dioxide we emit, while finding cleaner, more efficient sources of energy and decarbonising existing industry and infrastructure.
- This is where carbon capture and storage technology is set to play a crucial role. The Intergovernmental Panel for Climate Change (the IPCC) reports that removal of carbon dioxide from the atmosphere is needed in all scenarios that limit global warming to 1.5 degrees.

What is carbon capture and storage?

Carbon capture and storage is the process by which carbon dioxide can be prevented from reaching the atmosphere, and is then transported to a secure geological storage that locks emissions safely in tanks under the sea. In the UK, all prospective carbon-dioxide storage sites are located offshore, with a large storage potential under the North Sea.

As countries around the world work to cut their carbon emissions, the capture and storage of carbon is set to play a crucial role. By capturing, transporting and injecting carbon emissions into depleted gas reservoirs, we can help the transition to cleaner sources of energy while decarbonising existing industry and infrastructure.

The UK Government has set out plans as part of the 2023 'Carbon Budget' to capture and store between 20 and 30 million tonnes of carbon dioxide a year by 2050.

How will carbon capture be facilitated through the V Net Zero pipeline?

After being captured at the Incehulph Industrial Cluster, transported along the \$3.6bn V Net Zero pipeline, and then offshore via the existing LOGGS pipeline, the carbon dioxide will be stored in the Viking Area depleted gas reservoirs under the North Sea, which are 10,000 feet below the surface.

The Viking Area is equally suited to long-term carbon storage because of the knowledge gained during previous gas development. These reservoirs held natural gas over millions of years due to the presence of an ancient 'SuperGolf' that prevents gas from escaping.

Harbour Energy initially developed the Viking Area gas fields in the 1970s to fuel the UK's energy transition from coal to gas. With the gas fields now decommissioned, there is an opportunity to cut all these depleted reservoirs with carbon, while preventing this carbon dioxide from being released to the atmosphere.

How will the V Net Zero pipeline open the door to a low-carbon future?

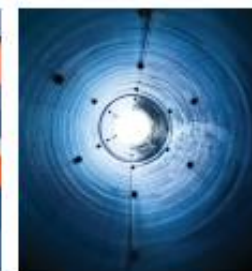
Over 70 per cent of the existing Humber industrial emissions are located on the Lincolnshire side of the Humber estuary. Decarbonising these industrial sites is crucial not only to meet the UK's Net Zero goals, but also to preserve highly skilled jobs in the region. It is also to preserve existing jobs in energy-intensive industries, the V Net Zero pipeline will encourage future low-carbon investment in the Lincolnshire and Humber region.



Questions around the world are looking to cut carbon emissions.



Carbon dioxide will be injected 6,000 feet beneath the sea bed, 200m off the 4 north-east coast under the North Sea.



This proposed pipeline will be located underground and will transport carbon dioxide from Incehulph to the Theddlethorpe Gas Terminal.



03. Benefits of the scheme




Opportunities for the Humber

The project will provide high-quality jobs and skills training, while promoting low-carbon, technology-led investment in the region for the long term.



Tackling climate change

By 2030, the V Net Zero project and our partners in the Nottingham Industrial Cluster plan to capture, transport and store 11 million tonnes of carbon dioxide a year. This would be equivalent to removing almost 30 per cent of the emissions from the UK's cars each year.



Safeguarding industry

This investment will remove carbon emissions from existing industry in the Humber region and enable a longer-term sustainable energy transition, thus safeguarding existing jobs.



Boosting biodiversity

We're proposing to achieve a 10 per cent net increase in local biodiversity as part of the project.



The project will bring opportunities to the Humber, safeguarding existing jobs and putting the region at the forefront of carbon capture technology in the UK

04. The environmental context



What is an Environmental Impact Assessment?

Throughout the year, Harbour Energy will be developing an Environmental Impact Assessment (EIA). The objective of this is to provide information to decision makers about the potential impacts of the project on the environment. These matters can then be taken into consideration by the relevant authority, which in the case of the V Net Zero pipeline is the Secretary of State for Business, Energy & Industrial Strategy.

There will be several stages to the EIA, which are outlined below:

- Scoping
- Environmental surveys and data collection
- Preliminary Environmental Information Report
- Environmental Statement
- Submission and consultation

Scoping process

Scoping forms a key stage of the EIA process, providing a way to identify any likely significant environmental effects arising from the project. It identifies the issues likely to be of most importance to the assessment (for example ecology, archaeology, and aesthetics) and considers their nature and extent. This work is then written up in a Scoping Report.

The report, along with a request for a Scoping Opinion, is submitted to the Planning Inspectorate, who must submit a Scoping Opinion within 42 days. The Planning Inspectorate must consult the relevant consultation bodies and local authorities, who have 28 days to respond to the consultation. The Planning Inspectorate can then consider these responses before issuing their Scoping Opinion.

Managing impact



Review of project lifecycle

Managing impacts on the environment begins at the project's earliest phases of the project. We will systematically assess environmental impacts throughout the life of the project, and working with local stakeholders, take appropriate steps to manage any environmental impacts.



Construction Environment Management Plan

The steps we're taking to manage the environmental impacts will be presented in a Construction Environment Management Plan (CEMP). The CEMP will be secured through a 'Requirement' in the Development Consent Order (DCO). A DCO is a piece of legislation, meaning there will be a legal requirement to ensure we take the steps we say we will take to manage the environmental impact.



Adhering to regulatory requirements

As well as developing an Environmental Impact Assessment at the outset of our work, the V Net Zero pipeline project will adhere to all statutory environmental regulations, align with our value objectives, strategic policies and management plans, and adopt rigorous environmental standards in accordance with our own policy commitments.



The Construction Environment Management Plan will outline the steps we are taking during construction to manage environmental impact along the route of the pipeline.



05. Planning and route development

What is a Development Consent Order and why is it needed?

To build a Nationally Significant Infrastructure Project (NSIP) a Development Consent Order (DCO) is needed. To gain a DCO, a planning application is made under the Planning Act 2008. NSIPs are infrastructure developments of national importance in England and Wales. These include projects such as major roads, power plants, large renewable energy projects and airport extensions. A DCO application is made to the Planning Inspectorate. They will consider the application and make a recommendation to the Secretary of State for Business, Energy & Industrial Strategy (SEIS), who will ultimately decide whether development consent should be granted for the scheme.

What is the planning process for granting approval for the pipeline?

A DCO application must be made to approve the project and construct the V Net Zero Pipeline. There are six stages to a DCO application, more details are outlined below.

- Pre-application
- Assessment
- Pre-determination
- Examination
- Recommendation and decision
- Post-decision

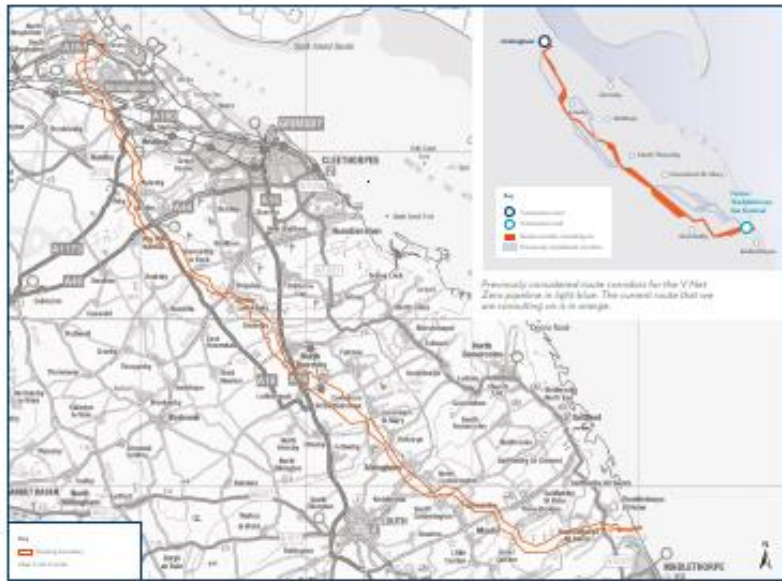
What are we asking local people about?

The 'consult' we are seeking your views on refers to the routes possible we are asked by the pipeline owner.

We need to know the route to a multi-exit route. However, we need to do this after asking the views of the local community. We also need to talk to landowners who might be affected, and carry out wide-ranging surveys. We want this to be a balance between the competing factors we must consider.

We have been working to develop the best possible route for the pipeline for some time. As part of this, we conduct detailed assessments on four possible options.

- We have considered several important factors in trying to decide on a route to construct the pipeline option. These are:
- The safety of local communities
 - Built-up areas or sensitive buildings such as schools
 - Areas protected for their historic and scenic
 - The Limestone World Area of Outstanding Natural Beauty (AONB)
 - Areas that are vulnerable to flooding
 - Historic monuments



Overview of the proposed route corridor within which the pipeline route will be selected

06. Construction

Duration of construction

We expect the construction phase to last up to two years. However, some aspects of construction will be relatively quick. The main activities will include earthworks and moving materials by lorry, setting the trench and concrete, and landscaping.

We will develop a detailed programme that will aim to limit the amount of time specific locations are affected by construction.

We will tell residents how well in advance the details of the construction works planned, to help minimise disruption and to allow communities to plan for any disruption we cannot avoid.

What does the construction process involve?

Before construction, we will survey the pipeline route and mark it out. The width of the construction corridor will be around 25m.

We will discuss, with landowners and occupiers of land, our requirements for construction compounds, access and monitoring during the construction phase. This will ensure we comply in line with our commitments made in the Construction Environment Management Plan (CEMP).

There will be temporary compounds along the pipeline route to support the construction. These will consist of a network of compounds and temporary construction areas at each of the block valve sites. Construction compounds will include welfare facilities, site office and storage areas for machinery and equipment.

We will also provide temporary roads to allow machinery to enter and exit the compounds safely.

Construction management

Due to the nature of the construction work needed, some disruption is inevitable.

We will maintain full practical on-site and through overall management of the project as per the CEMP. This means that all the way through the construction period, we carefully control activities that could cause dust, noise and vibration, and manage any impacts.



The proposed pipeline will be buried underground along the E25m cover



The volume will safeguard industrial jobs in the region



07. Next steps



How to get involved

We will gather and analyse all feedback from the public consultation and use it to inform our proposals where possible. We will produce a post-consultation report highlighting how feedback we receive has helped shape our plans for the V Net Zero pipeline. Thank you for taking the time to examine our proposals for the V Net Zero pipeline. We look forward to working with local stakeholders as the project continues to take shape in the months ahead.

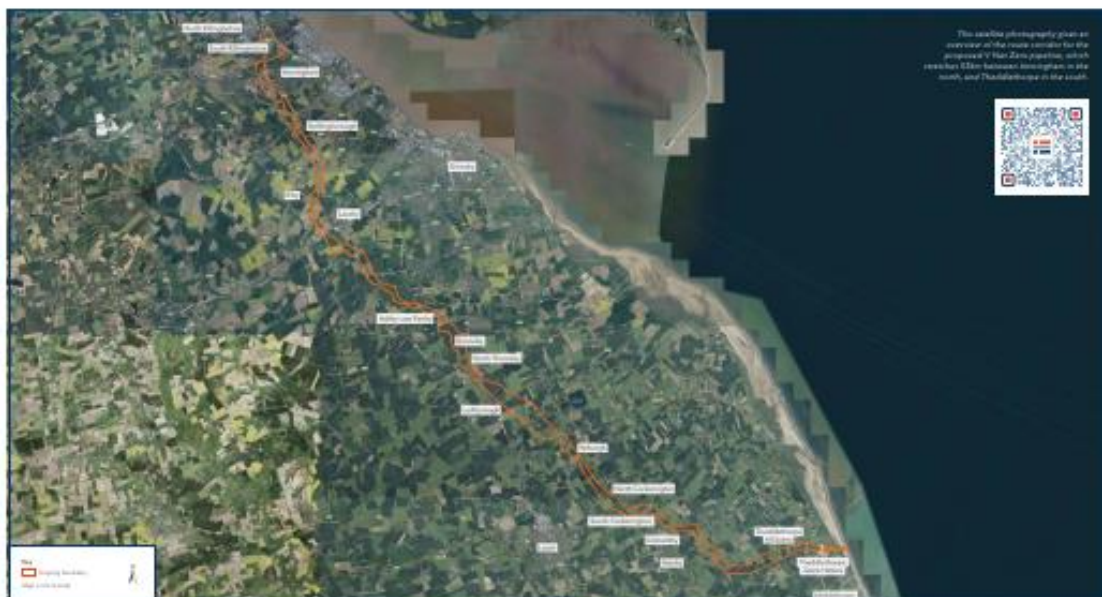
Have your say

You can provide feedback in the following ways:

- 
Feedback form
www.vnetzero.pipeline.co.uk
- 
Email at
vnetzero.pipeline@ae.com
- 
Phone on
 07937988098
- 
By mail at
 Freepost VNZ PIPELINE CONSULTATION



08. Route corridor map



Appendix J Summary of V Net Zero pipeline consultation event feedback

Event format: A series of drop-in event were hosted along the proposed pipeline corridor, situated roughly 10km apart and targeted areas close to the project. The general layout of the events included exhibition boards were organized around the room, and consultation materials such as the project brochure, FAQ document and A3 maps of the proposed route corridor were on display. TV screens were also present and streamed introductory videos outlining the role of Harbour Energy, and the carbon capture process. A feedback stand was available, including hard copy survey forms, and iPads for virtual completion.

Event timings: 3pm – 7pm

26th April 2022 – Oaklands Hall Hotel

General observations

- 34 attendees in attendance.
- Most members of the public were inquisitive about the proposals and were happy to hear more about the plans.
- Common theme of interest revolved around construction and impacts on local communities, landowners and the return to agricultural land.

Key anecdotal feedback

Construction

- General questions arose regarding construction timescales, length and duration of disruption for local people.
- Members of the community and landowners wanted to know how far in advance they would be alerted of construction, so that impacts e.g., on crops could be mitigated.
- Some members of the public felt they had negative previous experience with offshore windfarm cables being installed across or close to their properties and took around 4 years to complete.
- Questions around construction included how long the open cut trench would be left open for.

Land requirements

- Discussions with a landowner revealed some concerns regarding the potential impact of the pipeline on their ability to apply for planning permission to build houses on their land.

Environment and heritage

- Heritage aspects were raised, for instance a listed windmill close to Stallingborough Grange Hotel has an associated field which is one of the few remaining examples of a ridge and furrow farming system in the area. It was advised that it was preferable if the route could avoid this.
- Members of the public questioned how Biodiversity Net Gain will be achieved and flagged opportunities for habitat restoration and creation in the Freshney Valley between Grimsby and Laceby.
- Louth Navigation Trust sought reassurance for how the pipeline will cross the canal, and the methods chosen.
- Landowner concerns raised regarding drainage in the northern part of the project on clay soils.

Pipeline design and operation

- It was queried why existing onshore pipelines couldn't be used for this purpose.

27th April 2022 - Ashbourne Hotel

General observations

- 19 attendees in attendance.

Key anecdotal feedback

Construction

- Concerns revolving construction management e.g., mud being left on roads which could cause a potential accident.
- One consultee thought that a depth of 1.2 meters was not particularly deep for the pipeline burial depth. The same person said that planning permission in the AONB could be difficult to achieve, as it has taken him 20 years to gain permission to build two houses on land that he owns. The same consultee questioned the impact the pipeline might have on his ability to build more houses on his land.

Consultation

- Positive feedback was left regarding the Virtual Consultation Room and the comprehensive nature of the materials.

Environment and heritage

- Louth Navigation Trust raised concerns regarding how the pipeline would cross water bodies.
- Air quality was raised as a particular area of interest by some members of the public.

Pipeline logistics

- Questions were raised about the operating pressure of the pipeline. The team replied that this was still to be finalised, but it is anticipated to be around 80bar at the Theddlethorpe end of the pipeline.

Funding

- The funding of the project was raised, with one consultee asking whether government funding is involved in the project.

3rd May 2022 – North Thoresby Village Hall

General observations

- The event had 51 attendees.
- Common theme of interest revolved around construction and impacts on local communities, particularly around traffic movements.

Key anecdotal feedback

Geological Disposal Facility

- Many consultees asked whether this project was in any way linked to plans for a Geological Disposal Facility at TGT.

Safety

- One consultee asked where the safety case for the project was. In his own career, he had worked on nuclear waste projects which would have had safety plans included within them.

Construction

- Members of the public asked when construction would happen, and specifically whether it would take place overnight. One couple also asked when the CEMP would be produced.

Pipeline routing

- Several consultees asked why the pipeline isn't being routed offshore.
- Other consultees asked whether it's possible for us to use pipelines which are already running between Immingham and TGT.

Funding

- One consultee asked how the project was being funded.
- Another consultee asked why money is being spent on carbon capture projects when other countries are not doing anything within this arena.

Treatment of carbon

- Queries were received around the compression of carbon and specifically, whether this would be taking place at Theddlethorpe.
- Another question was asked about whether it would be possible to re-use captured carbon, rather than just storing it underground.

Planning and the local environment

- Concerned around condition of roads and their suitability for HGV traffic during construction of the pipeline.
- Other consultees raised concerns about traffic, pavements, schools walks and noise during the construction of the pipeline.

4th May 2022 – Theddlethorpe Village Hall

General observations

- The event had 62 attendees.
- Definite focus on the interface with the Geological Disposal Facility proposals at TGT.

Key anecdotal feedback

Pipeline route

- One consultee asked whether a minor re-route to the pipeline would be possible. This re-route would involve avoiding the buried furrow and other archeological features in the area.

Tourism

- The head of the Labour Party opposition for East Lindsey Council expressed his concern that the region depends highly on tourism in the summer months. It was questioned how tourists will be consulted during the second phase of consultation, given they're unlikely to be in the area when the consultation takes place.

Geological Disposal Facility (GDF)

- Queries related to whether there was a link between the two projects, and if not, whether it's possible for the two projects to go ahead separately.

Safety

- One consultee was particularly concerned about the safety of the project and asked whether similar systems are currently in place in the UK, or if Harbour Energy are running similar pipelines elsewhere.
- Further questions were received on the safety of the pipeline, to which the project team explained Harbour Energy's experiences of operating reservoirs and pipelines for over 50 years, the strict design codes which would be applied to the design of the pipeline, and the monitoring regimes which would be employed during operation.

5th May 2022 – Grimoldby and Manby Village Hall

General observations

- The event had 50 attendees.

Key anecdotal feedback

Major events

- A query related to the impacts of major events on the pipeline. The example of the disaster at Lake Nyasa in Africa was also raised as a recent example.

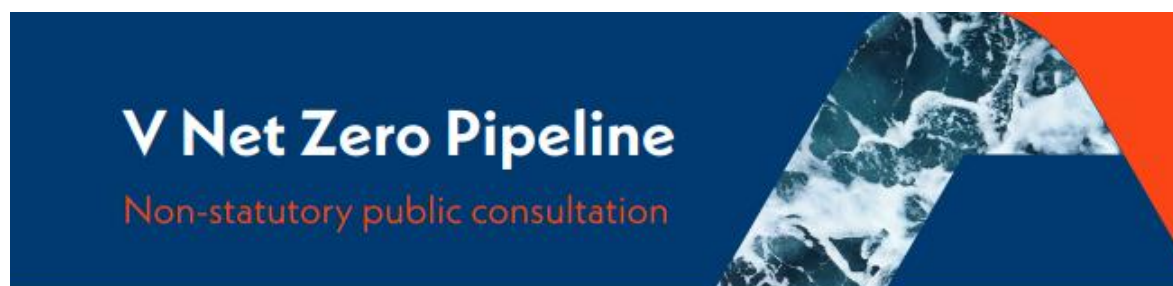
Safety

- Many questions were asked of the project team regarding the safety of the pipeline, and in particular what would happen in the event of a leak.
- One landowner explained that one of the drainage dykes that crosses the pipeline has a “torrential flow” during times of heavy rain and queried how the pipeline would cross this. The team outlined the different installation techniques which could be used, and that each crossing would be assessed.

General enquiries

- A local councillor visited the consultation and wanted to gauge how previous events had been received. The same councillor had heard another rumor about another pipeline running north of the Humber, and he wondered if this was part of our project.

Appendix K Non-statutory consultation response form



V Net Zero Pipeline
Non-statutory public consultation

We want to hear your views on Harbour Energy's proposals for the V Net Zero pipeline. To help you complete this form, please read the related exhibition boards by visiting our Virtual Consultation Room at www.vnetzeropipeline.co.uk/consultation

Alternatively, if you are attending one of our events, please take time to read the information on display.

Once you have read our consultation materials, you can provide your feedback using the channels below:

- Complete the survey online: www.vnetzeropipeline.co.uk
- Return a printed copy of this form by post: Freepost VNZ PIPELINE CONSULTATION
- Hand this form to a member of staff at our consultation events

The closing date for receiving responses is Tuesday 7 June 2022 at 11:59pm.

1. What is your main area/s of interest in the V Net Zero pipeline project?

Please tick the boxes that apply to you.

- Live locally
- Work locally
- Have a local business
- Environmental benefits
- Environmental impacts
- Landowner along the corridor outlined
- Reducing carbon/reaching net zero
- Other – please specify below (word limit 30)

¹ Find out more www.vnetzeropipeline.co.uk

V Net Zero pipeline Non-statutory public consultation

2. To what extent do you support efforts to decarbonise industry by building carbon capture infrastructure in the area?

Please tick the box that applies to you.

- Fully supportive
- Mostly supportive
- Neutral
- Somewhat opposed
- Fully opposed

Please use the space below to provide any comments that explain your answer. (Word limit 100)

3. Do you understand the reasons why Harbour Energy is proposing to build the new pipeline?

Please tick the box that applies to you.

- Yes
- No
- Don't know

4. The newly proposed pipeline will be built within a corridor, which we have highlighted in our plans. Do you have any comments about the corridor we have proposed?

Please use the space below to provide your comments. (Word limit 250)

² Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Non-statutory public consultation

5. Are there any aspects of the project you would like more information on?

Please tick the boxes that apply to you.

- Construction impacts and management
- Job creation
- Economic benefits to region
- How the project supports Net Zero
- Delivery timing of the project
- How the scheme will secure planning consent
- Other – please state below (word limit 30)

6. Please provide us with any additional comments or suggestions you would like us to consider at this stage

Please use the space below to provide your comments or suggestions. (Word limit 250)

3 Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Non-statutory public consultation

About you (not mandatory)

7. How did you hear about this consultation event?

Please tick the boxes that apply to you.

- Newspaper/news/radio
- Social media
- Postcard to your residence/place of work
- Word of mouth (family, friends, colleagues)
- From your local Ward Councillor
- Other – please state below (word limit 30)

8. Do you identify as..?

Please tick the box that applies to you.

- Female
- Male
- Other
- Prefer not to say

9. What is your age group?

Please tick the box that applies to you.

- 15 or under
- 16-24
- 25-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80 or over
- Prefer not to say

4 Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Non-statutory public consultation

10. What is your postcode?

Please write your answer in the space below.

Thank you for taking the time to participate in this survey.

Please return this via post at: Freepost VNZ PIPELINE CONSULTATION, or submit it to a member of staff at one of our consultation events.

Read Harbour Energy's GDPR Privacy Policy [here](#).

5 Find out more www.vnetzeropipeline.co.uk



Appendix M Example of further non-statutory consultation social media promotion



Viking CCS
@vikingccs

The V Net Zero pipeline project is open for a further phase of public consultation from Thursday, 8 September. Based on previous feedback, we have updated the proposed route for the pipeline. For more information: vnetzeropipeline.co.uk @HCFcatch @HumberPlan



5:10 PM · Sep 6, 2022 · Twitter Web App

3 Retweets 3 Likes



Viking CCS

1,027 followers
1mo · Edited ·

The V Net Zero pipeline will secure jobs and skills training in the Humber region, whilst also helping the environment by boosting #biodiversity along the route by 10%, and tackling #ClimateChange by storing 11 million tonnes of CO₂/year. <https://lnkd.in/eJfRRxWr>

CATCH
The Humber Industrial Cluster Plan

Project benefits - environmental, social and economic



Opportunities for the Humber

Providing high-quality jobs and skills training, while promoting low-carbon, technology-led investment in the region for the long-term.



Safeguarding industry

Removing carbon emissions from existing industry in the Humber region and enabling a longer-term transition to clean energy while safeguarding existing jobs.



Boosting biodiversity

We're proposing to achieve a 10 per cent net increase in local biodiversity as part of the project.



Tackling climate change

By 2030, the V Net Zero project and our partners in the Immingham Industrial Cluster, plan to capture, transport and store 11 million tonnes of carbon dioxide a year.

Helen Rorrison and 52 others

3 reposts

Appendix N Further non-statutory consultation brochure

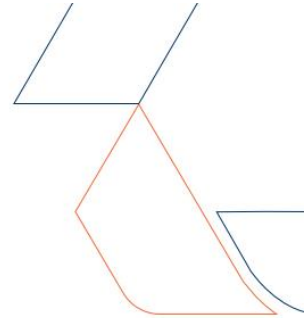
V Net Zero Pipeline

Further non-statutory public consultation, including route corridor updates

We've made some changes to the proposed corridor of the V Net Zero pipeline. For this reason, we are having a further informal consultation in September/October 2022

Have your say: 8 September - 6 October 2022





Further non-statutory public consultation, including route corridor updates

- 04. Foreword
- 05. How to respond
- 06. About the V Net Zero pipeline
- 08. Preferred corridor
- 10. Your views are important
- 11. How is planning permission granted?
- 12. Construction of the pipeline
- 13. Consultation feedback and next steps
- 14. V Net Zero pipeline project timeline

Foreword

Thank you for taking the time earlier this year to give us your comments on our proposals for the V Net Zero pipeline project.

Following the feedback from that first public consultation, and extra work by our project team, we've made some changes to the proposed corridor of the pipeline. For this reason we are having a further informal four week consultation in September/October 2022. We would like to invite you to again give us your views on the pipeline at this consultation.

At Harbour Energy, we believe the plans for the V Net Zero pipeline will put the Humber and Lincolnshire region at the forefront of carbon capture and storage (CCS); a technology that is recognised as one of the key ways the UK can achieve its target of Net Zero carbon emissions by 2050.

The Humber and Greater Lincolnshire area is the largest carbon-emitting region in the UK, through both industrial and power generation, so it's essential we look to decarbonise industries already operating here.

As we move towards a low-carbon economy, we must make this transition in a way that retains and promotes jobs and prosperity in the Humber region. The V Net Zero pipeline, which is part of the wider V Net Zero CO₂ Transport and Storage project, will support this.

The 55km underground pipeline, running from Immingham to the former Theddlethorpe Gas Terminal (TGT) to the south, will transport 11 million tonnes of carbon dioxide a year by 2030. That's equivalent to removing almost 20 per cent of the emissions from the UK's cars each year.

We're currently refining our proposals for the V Net Zero pipeline. Early next year, we plan to submit an application for a Development Consent Order (DCO). Before then, we are consulting local communities about the project.

It's important to us that local people feel they can help shape the proposals for the V Net Zero pipeline. Here, you can learn more about the project and how to tell us what you think. Given the scale of this project and the opportunity it represents for the Humber region, I hope to hear from as many local people as possible.

J. Davies

Greeme Davies CEng FIMechE
Project Director - VNZ CO₂ Transport & Storage

How to respond


The first phase of informal consultation for the V Net Zero pipeline ran between Tuesday 26 April and Tuesday 7 June 2022.

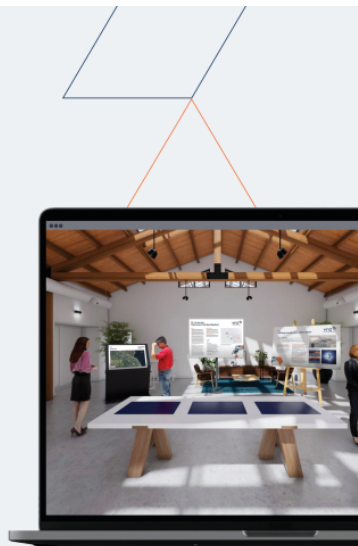
We've changed the corridor in some areas following the feedback from that first round of consultation, as well as further technical work by the project team.

The second phase of informal consultation for the V Net Zero pipeline will run between **Thursday 8 September and Thursday 6 October 2022**.

Feedback
Feedback received during this next consultation period will continue to help inform the detailed design of the proposals and form part of a post-consultation report. This report will detail what feedback we have received, and how we will consider it as part of our plans for the V Net Zero pipeline.

During the consultation period, you can provide your feedback in a number of ways. These include:

-  Online survey at www.vnetzeropipeline.co.uk
-  Email at vnetzeropipeline@aecom.com
-  Phone on 07917986094
-  By mail at **Freeport VNZ PIPELINE CONSULTATION**



The Virtual Consultation Room, which will be live between 8 September and 6 October 2022.

Virtual Consultation Room

We also have a Virtual Consultation Room (VCR). This is an online exhibition that aims to complement our in-person events and provide more information about the scheme by using exhibition boards and maps of the updated route corridor.

You will be able to provide your feedback there. The VCR will be open 24 hours a day, seven days a week, throughout the consultation period.

You can access the VCR through our project website www.vnetzeropipeline.co.uk

About the V Net Zero pipeline

The V Net Zero pipeline will take captured carbon from the Immingham industrial area, and transport it for 55km to the site of the former Theddlethorpe Gas Terminal (TGT).

From there, the carbon dioxide will enter a former gas import pipeline, before being injected into two existing depleted gas reservoirs, 9,000 feet deep and 120km off the coast in the North Sea. This process is called 'carbon capture and storage', and is one of the ten proposed ways the UK will achieve its target of Net Zero carbon emissions by 2050.

Harbour Energy has an extensive record of safety management in the oil and gas industry, including in the development and operation of over 38 gas fields, and the Theddlethorpe Gas Terminal in Lincolnshire, over the past five decades.

Net Zero

Net Zero means that the amount of carbon dioxide we emit into the atmosphere is no greater than the amount of carbon dioxide we take away from the atmosphere.

The UK government has a target of achieving Net Zero by 2050. To meet this target, we need to move towards cleaner sources of energy, while decarbonising existing infrastructure. This is where carbon capture and storage technology is set to play a crucial role.

Carbon capture and storage

Carbon capture and storage is the process by which carbon dioxide can be prevented from reaching the atmosphere, and is then transported to underground storage that locks emissions safely in bedrock under the sea. In the UK, all prospective carbon storage sites are located offshore, with a large storage potential in the North Sea.

Carbon capture and storage is recognised by the Intergovernmental Panel on Climate Change (the IPCC) and the UK government as a vital step on the road to achieving Net Zero carbon emissions. The UK Government has set out plans as part of the 6th Carbon Budget to capture and store between 20 and 30 million tonnes of carbon dioxide a year by 2030.

How will the V Net Zero pipeline open the door to a low-carbon future?

Over 70 per cent of the existing Humber industrial and power emissions are located on the Lincolnshire side of the Humber estuary. Decarbonising these industries is needed not only to meet the UK's Net Zero goals, but also to preserve skilled jobs in the region.

The V Net Zero pipeline plans to install a carbon transport pipeline to link the centre of industry in the Humber/Lincolnshire area with high-quality offshore storage sites in the southern North Sea. This project will encourage future low-carbon investment in the Lincolnshire and Humber region, preserving existing jobs in the industrial and power sectors.

The former Theddlethorpe Gas Terminal hosts a number of Harbour Energy assets that we want to re-use for transporting carbon offshore (including the LOGGS pipeline) - minimising the environmental disturbance of building a new offshore pipeline.



Benefits of the scheme



Opportunities for the Humber

The project will provide high-quality jobs and skills training, while promoting low-carbon, technology-led investment in the region for the long term.



Safeguarding industry

This investment will remove carbon emissions from existing industry in the Humber region and enable a longer-term sustainable energy transition; thus, safeguarding existing jobs.



Tackling climate change

By 2030, the V Net Zero project and our partners in the Immingham Industrial Cluster plan to capture, transport and store 11 million tonnes of carbon dioxide a year. This would be equivalent to removing almost 20 per cent of the emissions from the UK's cars each year.



Boosting biodiversity

We're proposing to achieve a 10 per cent net increase in local biodiversity as part of the project.



Construction of the pipeline

Duration of construction

- We expect the construction phase to last up to two years. However, some aspects of construction will be relatively quick. The main activities will include earthworks and moving materials by lorry, cutting the trench and covering it, and landscaping.
- We will develop a detailed programme that will aim to limit the amount of time specific locations are affected by construction.
- We will let residents know well in advance the details of the construction works planned, to help minimise disruption and to allow communities to plan for any disruption we cannot avoid.



The construction phase is expected to last up to two years



The scheme will safeguard industrial sites in the region.



The proposed V Net Zero pipeline will be buried underground, as shown in this image.

Construction management

Due to the nature of the construction work needed, some disruption is inevitable.

We will maintain best practice on site and through overall management of the project as per the Construction Environmental Management Plan (CEMP). This ensures that all the way through the construction period, we carefully control activities that could cause dust, noise and vibration, and manage any impacts.

Consultation feedback and next steps

Providing your views

To provide your feedback on the scheme, you can fill in the feedback form, available at our consultation events, or online at www.vnetzeropipeline.co.uk.

If you are unable to visit one of our public consultation events, you can visit our website at www.vnetzeropipeline.co.uk, and access our Virtual Consultation Room, which is open 24-hours a day, seven days a week, throughout the consultation period.

Alternatively, you can contact our project team by:

Email at vnetzeropipeline@secm.com

Phone on 07917986094

By mail at
Freepost VNZ PIPELINE
CONSULTATION

What happens after this further consultation?

We will gather and analyse all feedback from the public consultation and use it to inform our proposals where possible.

We will produce a post-consultation report, which will highlight how feedback we receive has helped shape our plans for the V Net Zero pipeline.

Thank you once again for taking the time to examine our proposals for the V Net Zero pipeline. We look forward to working with local stakeholders as the project continues to take shape in the months ahead.

Your views are important

When we consulted with local communities on the V Net Zero pipeline in Spring of this year, we consulted on a 'route corridor'.

The corridor is the widest possible area within which the pipeline could be laid. In a limited number of areas along the route of the pipeline, the corridor has been amended.

We've made these proposed changes to the corridor in these specific areas because of the feedback we received during our last round of consultation, and further technical work by the project team.

The route corridor will be further refined as the design of the project progresses. We want to take account of the views of the local community as part of that process. We will also talk to landowners who might be affected and carry out wide-ranging surveys to look at aspects such as local wildlife. We want this corridor to strike a balance between the competing factors we must consider.

We will construct the pipeline within this corridor, which varies in width. In most places, we will need only a 30m working width to lay the underground pipeline. As the project develops, and we come back to communities for further consultation, we hope to have defined a narrower route that will represent more closely where we expect the pipe to run.

This further consultation period for the V Net Zero pipeline will run between **Thursday 8 September and Thursday 6 October 2022**. Throughout this time, there will be a number of ways for you to provide your views on our plans for the V Net Zero pipeline. These are outlined on page 13.

How has this route corridor developed?

We have been developing the best possible route corridor for the pipeline for over a year, starting with detailed assessments on five possible options.

The public consultation we ran in Spring 2022 was an important part of refining the preferred route corridor. It allowed us to meet with local communities, hear insights and receive questions from local people about the project and the optimum corridor for the pipeline route.

As well as the information we receive from local communities, there are several other important factors we have considered when developing the route corridor.

These include:



The safety of local communities



Built-up areas or sensitive buildings such as schools



Areas protected for their habitats and species



The Lincolnshire Wildlife Area of Outstanding Natural Beauty (AONB)



Areas that are vulnerable to flooding



Historic monuments



Construction of an underground pipeline.

How is planning permission granted?

What is a Development Consent Order and why is it needed?

To build a Nationally Significant Infrastructure Project (NSIP), a Development Consent Order (DCO) is required. To gain a DCO, a planning application is made under the Planning Act 2008.

NSIPs are infrastructure developments of national importance in England and Wales. These include projects such as major roads, power plants, large renewable energy projects and airport extensions.

A DCO application is made to the Planning Inspectorate. They will consider the application and make a recommendation to the Secretary

of State for Business, Energy & Industrial Strategy (BEIS), who will ultimately decide whether development consent should be granted for the scheme.

V Net Zero pipeline project timeline

- 2022**
 - Spring 2022**
Non-statutory consultation on initial route corridor
 - Autumn 2022**
Second round of non-statutory consultation on updated route corridor
 - Autumn / Winter 2022**
Statutory consultation on preferred route
- 2023**
 - Spring / Summer 2023**
DCO application submitted
- 2024**
 - TBC 2024**
Anticipated decision by Secretary of State
- 2025**
 - TBC 2025**
Construction period to begin
- 2027**
 - TBC 2027**
Construction period to conclude

18 V Net Zero pipeline - Further Public Non-Statutory Consultation





We've made some changes to the proposed corridor of the V Net Zero pipeline. For this reason, we are having a further informal consultation in September/October 2022.



Online survey at
www.vnetzeropipeline.co.uk



Email at
vnetzeropipeline@aecom.com



Phone on **07917986094**



By mail at
**Freepost VNZ PIPELINE
CONSULTATION**



Appendix O Further non-statutory consultation FAQs

V Net Zero Pipeline

FAQs

This document has been created to answer some of the most frequently asked questions about the V Net Zero pipeline.

If you have questions which are not answered in this document, you can contact our project team by phone on **07917 986 094**, or by email at vnetzeropipeline@aecom.com



Overview

What is the V Net Zero pipeline?

The V Net Zero pipeline is a proposed 55km underground, onshore pipeline. It will transport captured carbon from the Immingham Industrial Cluster, and transfer it to the site of the former Theddlethorpe Gas Terminal (TGT).

Once fully operational, the V Net Zero pipeline will transport 11 million tonnes of carbon dioxide a year. That's the equivalent of almost 20 per cent of emissions from the UK's cars each year.

Why are you proposing to construct the V Net Zero pipeline here?

The Humber region is the largest carbon-emitting region in the UK through both industrial and power generation. It's essential we look to decarbonise industries already in the Humber and Greater Lincolnshire area.

As we move towards a low-carbon economy, it's vital we make the transition in a way that retains and promotes jobs and prosperity in the Humber region. The V Net Zero pipeline, which is part of the wider V Net Zero Transport and Storage project, will support that process by providing a carbon transport route to Theddlethorpe, to tie-in to the existing offshore pipeline and storage in depleted gas reservoirs.

When are you planning to construct the V Net Zero pipeline?

We intend to submit our planning application for the V Net Zero pipeline in spring/summer 2023. If permission is granted, we would expect construction to begin in 2025 and finish in 2027.

Why have you made changes to the previous pipeline corridor?

We've made some changes to the proposed corridor of the V Net Zero pipeline following feedback from our public consultation in Spring 2022 and extra work by our project team to find the optimum route corridor for the pipeline.

¹ Find out more www.vnetzeropipeline.co.uk

V Net Zero Pipeline FAQs

Consultation and engagement

Why are you consulting again?

Further to feedback from our public consultation in Spring 2022, and extra work by our project team to find the optimum route corridor, we've made some changes to the proposed corridor of the V Net Zero pipeline. For this reason, we are having a further consultation in September/October 2022.

Why haven't I seen the post-consultation report yet?

We are working on a post-consultation report at the moment, and this will be shared following the second round of non-statutory consultation. It is important to us that all feedback received across both consultation periods is captured and included in the analysis of our post-consultation report. Because of this, the post-consultation report will be shared publicly after the conclusion of the second round of non-statutory consultation.

How can I give my feedback, and how will I know it has been taken on board?

All feedback, both written and verbal, will be recorded and considered throughout the process by a member of the team. This feedback will form the basis of the post-consultation report. The report lays out the steps taken by the project team in light of each individual piece of feedback received. Feedback provided at events can be given on official forms, or verbally to members of the project team. A full breakdown of in-person events can be viewed below.



Tuesday 13 September/ 3pm - 7pm
Brackenborough Hotel,
Cordeaux Close, Louth LN11 0SZ



Wednesday 14 September/ 3pm - 7pm
Healing Manor Hotel,
Stallingborough Road, Healing DN41 7QF

You can also find official online forms through the website, which hosts our Virtual Consultation Room. If you'd like to visit the Virtual Consultation Room, or download hard copy survey forms, the website can be found at www.vnetzeropipeline.co.uk

Our project team can also be contacted by telephone on **07917 986 094**, or by email at vnetzeropipeline@aecom.com

How can members of the public contact the project team?

You can call the community relations team on **07917 986 094** or email them at vnetzeropipeline@aecom.com

You can also find further information at www.vnetzeropipeline.co.uk, or through our V Net Zero LinkedIn and Twitter pages.

What community engagement is proposed?

We will be carrying out a full programme of community engagement in the Humber region as our works progress on the pipeline, and will let you know more as our plans develop.

² Find out more www.vnetzeropipeline.co.uk



V Net Zero Pipeline FAQs

Planning

What is a Development Consent Order?

A Development Consent Order (DCO) is a planning application made under the Planning Act 2008, to gain permission to build a Nationally Significant Infrastructure Project (NSIP). NSIP's are major infrastructure developments in England and Wales such as major roads, power plants, large renewable energy projects and airport extensions.

A DCO application is made to the Planning Inspectorate. They will consider the application and make a recommendation to the Secretary of State for Business, Energy & Industrial Strategy (BEIS) who will ultimately decide whether development consent should be granted.

What is the planning process for granting approval for the pipeline?

A Development Consent Order (DCO) application must be made to approve the project and construct the V Net Zero pipeline. There are six stages to a DCO application:

- **Pre-application:** before submitting the application, the applicant must carry out formal consultation on the proposals to statutory bodies, for example the Environment Agency, local authorities and communities and affected persons such as landowners. The people consulted can influence the design or layout of the project.
- **Acceptance:** the acceptance stage begins when the application is submitted. The Planning Inspectorate (PINS) has 28 days to decide whether or not the application meets the standards required to go to the next stage. If accepted, the documents are published on the Planning Inspectorate's website and in local and national press.
- **Pre-examination:** members of the public can register with PINS and give a written summary of their views. An examining authority will be appointed, who will invite all interested parties to a preliminary meeting to discuss the process of examination. There is no statutory timescale for this stage of the process, although it usually takes around three months.
- **Examination:** the Planning Inspectorate has up to six months to complete the examination. In this time, interested parties will be invited to provide more details in writing or speak at hearings. The examining authority will consider all the important and relevant matters including the views of interested parties and any supporting evidence submitted (and answers provided).
- **Recommendation and decision:** within three months of the end of the examination period, PINS will submit a report and recommendations to the Secretary of State (SoS) for Business, Energy & Industrial Strategy (BEIS). The SoS then has a further three months to decide whether to grant or refuse development consent.
- **Post decision:** following a decision from the SoS, there is a six-week period for anyone to legally challenge the SoS's decision in the High Court, also known as Judicial Review.

3 Find out more www.vnetzeropipeline.co.uk



Environment

How will you manage the environmental impact of the project?

Harbour Energy has a commitment to protect the environment at all times. The aim of the V Net Zero pipeline is to provide a net environmental benefit by reducing the emissions of carbon dioxide gas to the atmosphere from critical UK industries.

Managing our environmental impact starts during the pipeline routing assessment phase and is systematically reviewed and assessed throughout the rest of the project. This will ensure we can identify and control any potential impacts associated with project activities.

We will present the steps we're taking to manage environmental impact in a draft Construction Environment Management Plan. This plan is a requirement of the Development Consent Order (DCO), and so all stakeholders will have access to it.

As well as developing an Environmental Impact Assessment (EIA) at the outset of our work, the V Net Zero pipeline project will keep to all environmental regulations, and align with conservation objectives, strategic policies and management plans, as well as Harbour Energy's own environmental policy.

The success of the EIA process and environmental impact mitigation strategy is built on obtaining accurate starting data, and detail of this is presented in the EIA Scoping Report.

What will be the impact of noise, vibration and air quality for local communities?

Pipeline construction activities will present potential impacts including noise, vibration, light and dust for the short-term construction period. We will determine the effects of these as part of the EIA process, and propose measures to control the impact. We anticipate these local impacts will be short term in nature as the pipeline construction teams progress along the pipeline routing corridor.

We will have plans and procedures in place specifically to manage the length and scale of the impacts of construction activities. We expect the construction period for the entire pipeline to be between one and two years and do not anticipate any impacts of noise, vibration, light and dust after that.

We're working with local political stakeholders, heritage organisations and planning authorities, as we prepare to carry out sound and vibration surveys on the area around the pipeline routing corridor. We will carry these out in consultation with the Environmental Health Officers of the relevant local authorities, including Lincolnshire County Council, North Lincolnshire Council, North East Lincolnshire Council, East Lindsey District Council and West Lindsey District Council.

We will agree suitable locations for noise monitoring and take into consideration the safety of the operators, security of monitoring equipment and accessibility.

⁴ Find out more www.vnetzeropipeline.co.uk

V Net Zero Pipeline FAQs

Engineering and pipeline details

Can I have some details of the pipe and how it's made?

The pipeline will be designed, constructed and operated in accordance with the UK's Pipeline Safety Regulations (1996).

The pipeline is 55km long and expected to have an outer diameter of 24 inches. It will be buried deeper than 1.2m. We have made commitments to not harming people and to always protecting the environment. Therefore we ensure that we systematically identify, evaluate and manage risks at all stages of the pipeline's life, from design through to operation and ultimately decommissioning. This includes evaluating the wall thickness, the materials, the pipe manufacture, and all stages of the final construction, welding, testing and inspection.

Will the pipeline run underground?

Yes, the V Net Zero pipeline will be buried always deeper than 1.2 metres. We will install it in the traditional way in an open trench, which we then re-cover.

This involves removing the topsoil and excavating the earth below, using mechanical excavators or a specialised trenching machine. Pieces of the pipeline are then lowered into the trench.

The trench is then filled with earth, and the sub and topsoil re-instated.

We will work closely with landholders and land users to ensure the pipeline location is well signposted, to avoid any accidental interference with the pipeline. We will also ensure the burial depth is enough so that farming does not present any threat to the pipeline's safety.

Construction

How much will it cost to construct the pipeline?

The cost will depend on the final route selected, and the final designs, procurement and contracts.

How long will it take to construct the pipeline?

We anticipate construction will last up to two years. However, some aspects like earthworks will be relatively quick compared to other elements such as landscaping, which will continue throughout the period. A detailed programme will aim to limit the amount of time each specific location is affected by construction.

We will let residents know well in advance of planned construction works, to manage disruption and to allow local communities to plan accordingly.

What will be the impact of construction on local communities?

Due to the nature of the work needed, some disruption is inevitable. However, we will maintain best practice on site and through overall management of the project as per the Construction Environment Management Plan. This ensures that all the way through the construction period, we carefully control activities that could cause dust, noise and vibration, and manage any impacts.

5 Find out more www.vnetzeropipeline.co.uk



V Net Zero Pipeline FAQs

Safety

How can I be sure you will follow safety measures?

Harbour Energy is approaching the design and future operation of the V Net Zero pipeline with a strong commitment to all requirements of safety management.

The Health and Safety at Work Act 1974 requires employers to ensure the health and safety of their employees and others so far as possible. This means that CO₂ pipeline operators should manage the risks at every stage of the pipeline's lifetime, through a comprehensive risk assessment.

There is other relevant legislation we follow. Part II of the Pipelines Safety Regulations 1996 defines the legal standard for the design and operation of pipelines. Other regulations we will adhere to include:

- Construction (Design and Management) Regulations 2015
- Management of Health and Safety at Work Regulations 1999
- Reporting of Injuries, Diseases and Dangerous Occurrences Regulation 2013

Harbour Energy will work openly with the Health & Safety Executive on the risk management and safety management systems for carbon capture and storage.

Does Harbour Energy have experience of projects like this?

The company's management systems have been developed for safe operation in the process and offshore oil and gas industries, with extensive experience in safely operating large and complex facilities with hazardous substances. This includes the development and operation of over 38 gas fields and the Theddlethorpe Gas Terminal in Lincolnshire from the 1970s. We will use our well-established Safety Management System to benefit the development of the V Net Zero pipeline to identify, evaluate and manage hazards during all phases of the V Net Zero pipeline's development, construction, commissioning, operation and eventual decommissioning.

⁶ Find out more www.vnetzeropipeline.co.uk

Appendix P Further non-statutory consultation exhibition boards

01. Introduction What is the V Net Zero Pipeline?



Following feedback from our public consultation in Spring 2022, and extra work by our project team to find the optimum route corridor, we've made some changes to the proposed corridor of the V Net Zero pipeline. For this reason, we are having a further consultation in September/October 2022.

Welcome

- The V Net Zero pipeline is a 55km pipeline that will transport captured carbon dioxide from Immingham to the former Theedlethorpe Gas Terminal.
- Meeting the UK's target of achieving Net Zero carbon emissions by 2050 will require reduced emissions of carbon dioxide from existing industries within the Humber and Greater Lincolnshire region.
- Carbon capture, transport and storage offers a way to maintain these vital energy-intensive industries for decades.
- The V Net Zero pipeline will transport captured carbon dioxide from the Immingham industrial site, to the site of the former Theedlethorpe Gas Terminal (TGT), 55km away.

Who are we?

- Harbour Energy was founded in 2017. Chrysaor Holdings Limited merged with Premier Oil plc to create Harbour Energy plc in 2021. Our aim is to create value in a responsible manner for all stakeholders.
- We have an extensive record of safety management in the oil and gas industry, including in the development and operation of over 3B gas fields and the former Theedlethorpe Gas Terminal in Lincolnshire.
- Harbour Energy is working with industry and government to develop carbon capture, transportation and storage in the UK, as the sole developer of the VNZ CO₂ Transport & Storage Project.

Project description

- The V Net Zero pipeline will be part of a process known as 'carbon capture and storage', commonly shortened to CCS.
- Once fully operational, the V Net Zero pipeline will transport 11 million tonnes of carbon dioxide a year.

Harbour Energy's plan

- The V Net Zero CO₂ Transport & Storage project is in the development phase. We are consulting on the proposed route corridor of the new pipeline.



Have your say

Harbour Energy has been working on developing the best possible route for the pipeline for over a year. We have considered many factors when deciding on a corridor we will construct the pipeline within. This includes communities, homes and services, the presence of protected habitats and species, Areas of Outstanding Natural Beauty and built-up areas - among many other factors.

When we consulted with local communities on the V Net Zero pipeline in Spring 2022, we consulted on a route corridor. We've made proposed changes to the corridor in specific areas because of the feedback we received during that last round of consultation, and further technical work by the project team. Your further feedback will help us to develop a more clearly defined, narrower route where we expect the pipeline to run. We'll then come back to local communities to consult again later this year.

This further non-statutory public consultation on our proposals for the V Net Zero pipeline will be open for 4 weeks, between Thursday 8 September to Thursday 6 October 2022.

We would welcome your feedback through the online survey available in the Virtual Consultation Room.

If you would like further information about our proposals for the V Net Zero pipeline, visit our website at: www.vnzzeropipeline.co.uk

02. Working towards a low-carbon future



What is Net Zero?

- Net Zero means that the amount of carbon dioxide we emit into the atmosphere is no greater than the amount of carbon dioxide we take away from the atmosphere.
- It means we're controlling the levels of carbon dioxide we emit, while finding cleaner, more-efficient sources of energy and decarbonising existing industry and infrastructure.
- This is where carbon capture and storage technology is set to play a crucial role. The Intergovernmental Panel for Climate Change (the IPCC) forecasts that removal of carbon dioxide from the atmosphere is needed in all scenarios that limit global warming to 1.5 degrees.

What is carbon capture and storage?

Carbon capture and storage is the process by which carbon dioxide can be prevented from reaching the atmosphere, and is then transported to underground storage that locks emissions safely in bedrock under the sea. In the UK, all prospective carbon dioxide storage sites are located offshore, with a large storage potential under the North Sea.

As countries around the world work to cut their carbon emissions, the capture and storage of carbon is set to play a crucial role. By capturing, transporting and injecting carbon emissions into depleted gas reservoirs, we can help the transition to cleaner sources of energy while decarbonising existing industry and infrastructure.

The UK Government has set out plans as part of the 6th Carbon Budget to capture and store between 20 and 30 million tonnes of carbon dioxide a year by 2030.

How will carbon capture be facilitated through the V Net Zero pipeline?

After being captured at the Immingham Industrial Cluster, transported along the 55km V Net Zero pipeline, and then offshore via the existing LOGGS pipeline, the carbon dioxide will be stored in the Viking Area depleted gas reservoirs under the North Sea, which are 9,000 feet below the seabed.

The Viking Area is uniquely suited to long-term carbon storage because of the knowledge acquired during previous gas developments. These reservoirs held natural gas over millions of years due to the proven presence of an extensive 'SuperSeal' that prevents gas from escaping.

Harbour Energy initially developed the Viking Area gas fields in the 1970s to fuel the UK's energy transition from coal to gas. With the gas fields now decommissioned, there is an opportunity to refill these depleted reservoirs with carbon, safely preventing this carbon dioxide from being released to the atmosphere.

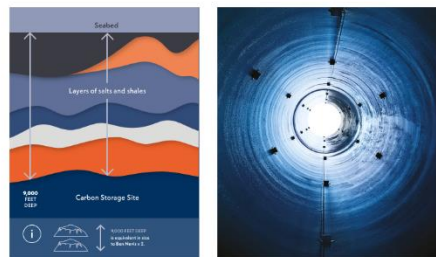
Harbour Energy was awarded a UK carbon storage licence from the UK's regulatory body in 2021, after a comprehensive technical assessment.

How will the V Net Zero pipeline open the door to a low-carbon future?

Over 70 per cent of the existing Humber industrial emissions are located on the Lincolnshire side of the Humber estuary. Decarbonising these industries is needed not only to meet the UK's Net Zero goals, but also to preserve highly skilled jobs in the region. In addition to preserving existing jobs in energy-intensive industries, the V Net Zero pipeline will encourage future low-carbon investment to the Lincolnshire and Humber region.



Countries around the world are working to cut carbon emissions.



Carbon dioxide will be injected 9000 feet beneath the sea bed, 120km off the Lincolnshire coast under the North Sea.


The proposed pipeline will be buried underground and will transport carbon between Immingham and Theedlethorpe.

03. Benefits of the scheme




Opportunities for the Humber

The project will provide high-quality jobs and skills training, while promoting low-carbon, technology-led investment in the region for the long term.




Tackling climate change

By 2030, the V Net Zero project and our partners in the Immingham Industrial Cluster plan to capture, transport and store 11 million tonnes of carbon dioxide a year. This would be equivalent to removing almost 20 per cent of the emissions from the UK's cars each year.



Safeguarding industry

This investment will remove carbon emissions from existing industry in the Humber region and enable a longer-term sustainable energy transition; thus, safeguarding existing jobs.



Boosting biodiversity

We're proposing to achieve a 10 per cent net increase in local biodiversity as part of the project.



The project will bring opportunities to the Humber, safeguarding existing jobs and putting the region at the forefront of carbon capture technology in the UK.

04. The environmental context



What is an Environmental Impact Assessment?

Throughout this year, Harbour Energy will be developing an Environmental Impact Assessment (EIA). The objective of this is to provide information to decision-makers about the potential impacts of the project on the environment. These matters can then be taken into consideration by the relevant authority, which in the case of the V Net Zero pipeline is the Secretary of State for Business, Energy & Industrial Strategy.

There will be several stages to the EIA which are outlined below:

- Scoping
- Environmental surveys and data collection
- Preliminary Environmental Information Report
- Environmental Statement
- Submission and consultation

Scoping process

Scoping forms a key stage of the EIA process; providing a way to identify any likely significant environmental effects arising from the project. It identifies the issues likely to be of most importance in the assessment (for example ecology and biodiversity, archaeology, and construction noise and vibration). This work is then written up in a Scoping Report.

This report, along with a request for a Scoping Opinion, is submitted to the Planning Inspectorate, who must adopt a Scoping Opinion within 42 days. The Planning Inspectorate must consult the relevant consultation bodies and local authorities, who have 28 days to respond to the consultation. The Planning Inspectorate can then consider these responses before issuing their Scoping Opinion.



Managing impact



Review of project lifecycle

Managing impacts on the environment begins at the pipeline routing phase of the project. We will systematically review environmental impacts throughout the life of the project, and working with local stakeholders, take appropriate steps to manage any environmental impacts.



Construction Environment Management Plan

The steps we're taking to manage the environmental impacts will be presented in a Construction Environment Management Plan (CEMP). The CEMP will be secured through a "Requirement" in the Development Consent Order (DCO). A DCO is a piece of legislation, meaning there will be a legal requirement to ensure we take the steps we say we will take to manage the environmental impact.



Adhering to regulatory requirements

As well as developing an Environmental Impact Assessment at the outset of our work, the V Net Zero pipeline project will adhere to all statutory environmental regulations, align with conservation objectives, strategic policies and management plans, and adopt rigorous environmental standards in accordance with our own policy commitments.



Our Construction Environment Management Plan will outline the steps we're taking during construction to manage environmental impact along the route of the pipeline.

05. Planning and route development



What is a Development Consent Order and why is it needed?

To build a Nationally Significant Infrastructure Project (NSIP) a Development Consent Order (DCO) is needed. To gain a DCO, a planning application is made under the Planning Act 2008. NSIPs are infrastructure developments of national importance in England and Wales. These include projects such as major roads, power plants, large renewable energy projects and airport extensions.

A DCO application is made to the Planning Inspectorate. They will consider the application and make a recommendation to the Secretary of State for Business, Energy & Industrial Strategy (BEIS), who will ultimately decide whether development consent should be granted for the scheme.

What is the planning process for granting approval for the pipeline?

A DCO application must be made to approve the project and construct the V Net Zero Pipeline. There are six stages to a DCO application:

1. Pre-application
2. Acceptance
3. Pre-examination
4. Examination
5. Recommendation and decision
6. Post-decision

What are we asking local people about?

The 'corridor' we are seeking your views on refers to the widest possible area we could lay the pipeline within. We need to revise this corridor to a much narrower route. However, we want to do this after asking the views of the local community. We also need to talk to landowners who might be affected and carry out wide-ranging surveys. We want this corridor to strike a balance between the competing factors we must consider.

We have been developing the best possible route corridor for the pipeline for over a year, starting with detailed assessments on five possible options.

The public consultation we ran in Spring 2022 was an important part of refining the preferred route corridor. It allowed us to meet with local communities, hear insights and receive questions from local people about the project and the optimum corridor for the pipeline route.

As well as the information we receive from local communities, there are several other important factors that help us decide on a corridor. These include:

- The safety of local communities
- Built-up areas or sensitive buildings such as schools
- Areas protected for their habitats and species
- The Lincolnshire Woods Area of Outstanding Natural Beauty (AONB)
- Areas that are vulnerable to flooding
- Historic monuments



Overview of the proposed corridor within which the pipeline route will be selected.

06. Construction



Duration of construction

We expect the construction phase to last up to two years. However, some aspects of construction will be relatively quick. The main activities will include earthworks and moving materials by lorry, cutting the trench and covering it, and landscaping.

We will develop a detailed programme that will aim to limit the amount of time specific locations are affected by construction.

We will let residents know well in advance the details of the construction works planned, to help minimise disruption and to allow communities to plan for any disruption we cannot avoid.

What does the construction process involve?

Before construction, we will survey the pipeline route and mark it out. The width of the construction corridor will be around 30m.

We will discuss, with landowners and occupiers of land, our requirements for construction compounds, access and monitoring during the construction phase. This will ensure we remain in line with our commitments made in the Construction Environment Management Plan (CEMP).

There will be temporary compounds along the pipeline route to support the construction. These will consist of a main works compound and temporary construction areas at each of the block valve sites. Construction compounds will include welfare facilities, a site office and storage areas for machinery and equipment.

We will also provide temporary tracks to allow machinery to enter and exit the compounds safely.

Construction management

Due to the nature of the construction work needed, some disruption is inevitable.

We will maintain best practice on site and through overall management of the project as per the CEMP. This ensures that all the way through the construction period, we carefully control activities that could cause dust, noise and vibration, and manage any impacts.



The proposed pipeline will be buried underground along the 55km route.



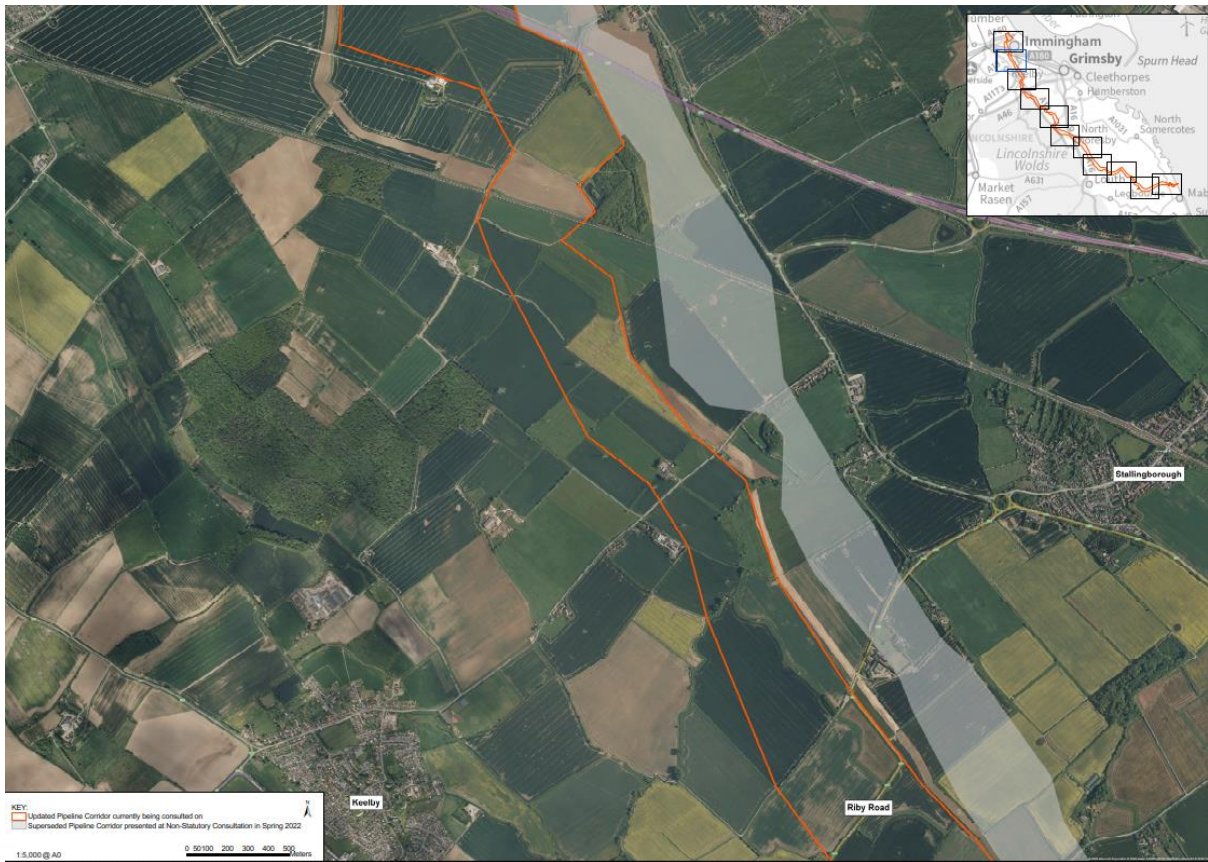
The scheme will safeguard industrial jobs in the region.



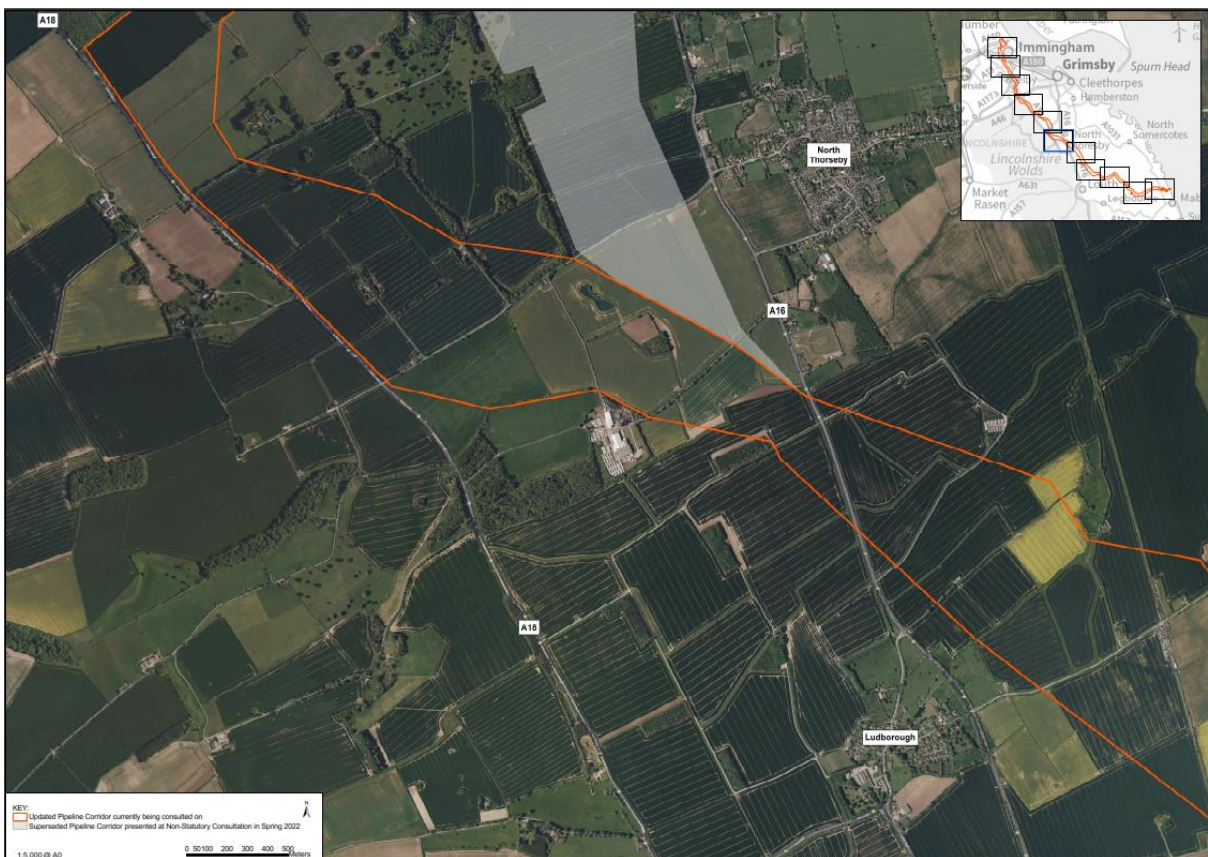
Appendix Q Further non-statutory consultation maps

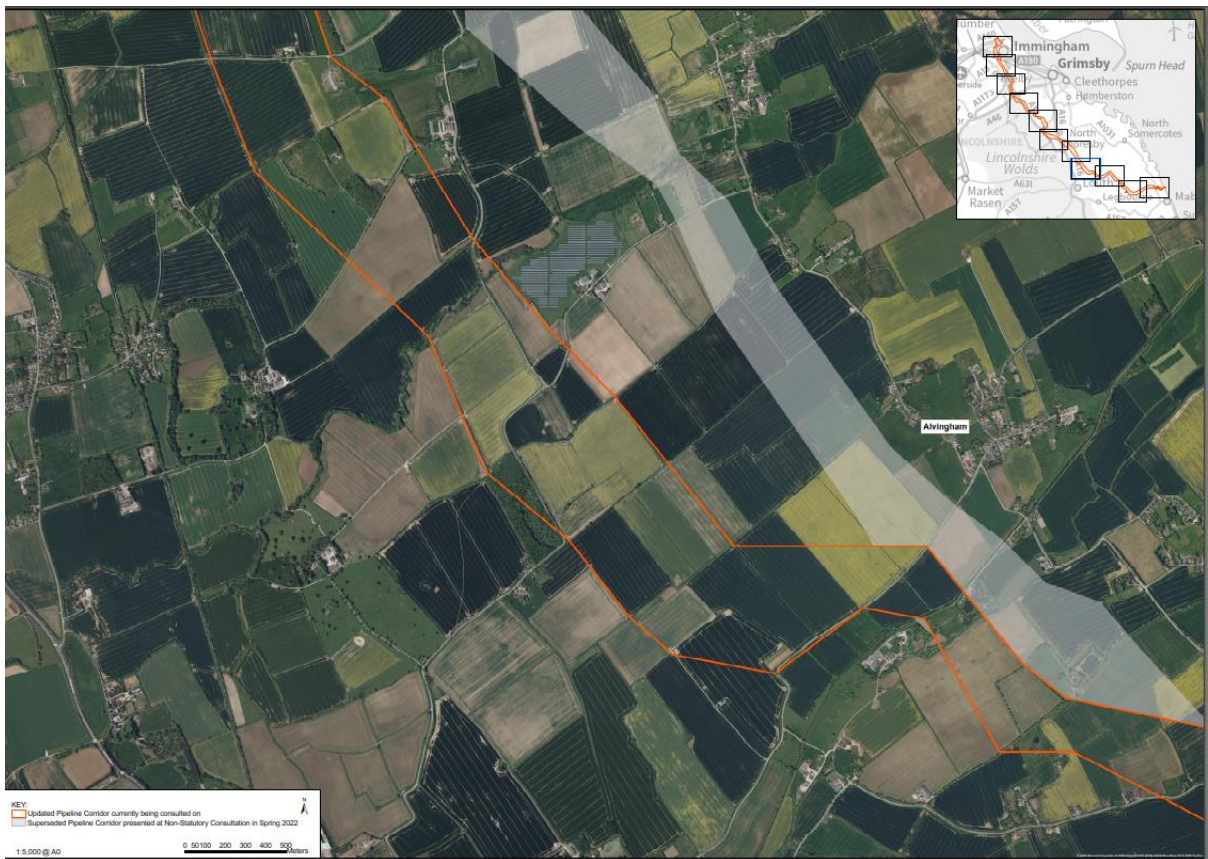
Sectional maps available to view on the Virtual Consultation Room

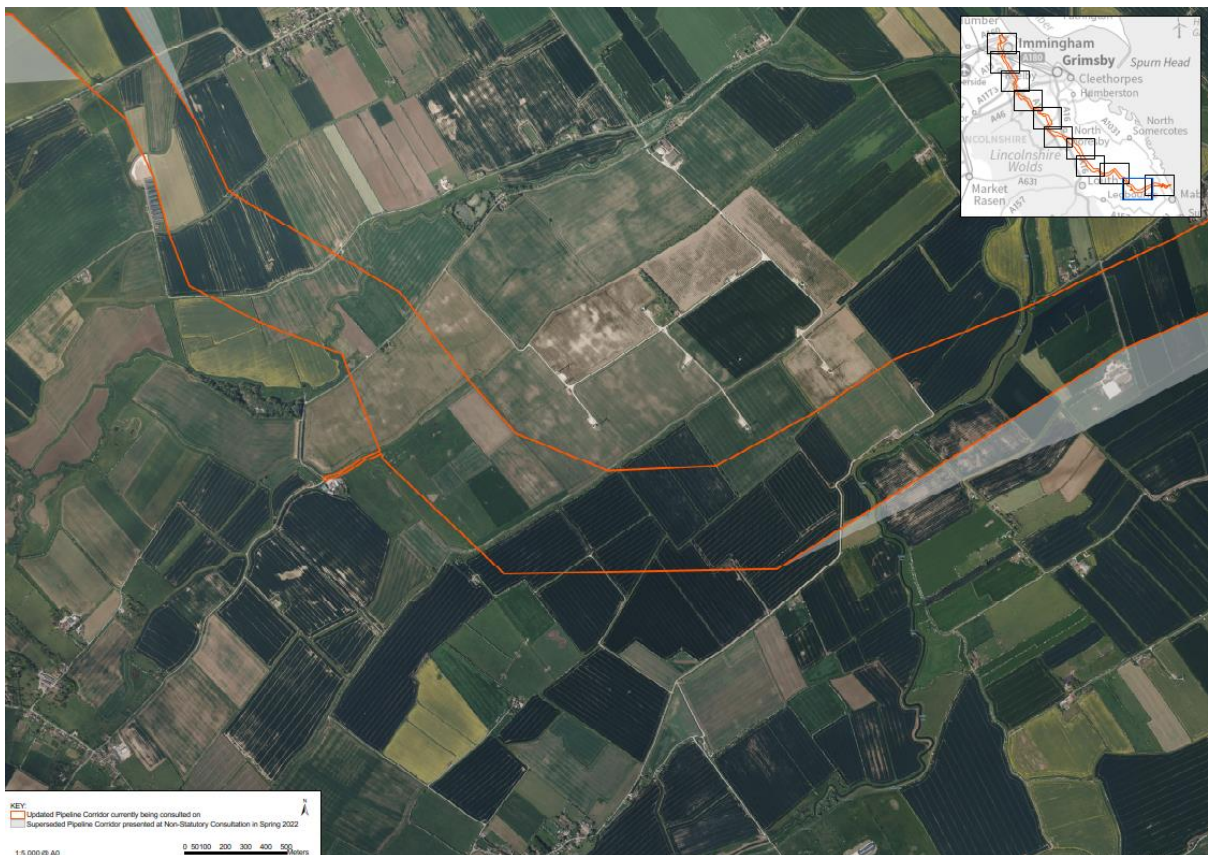
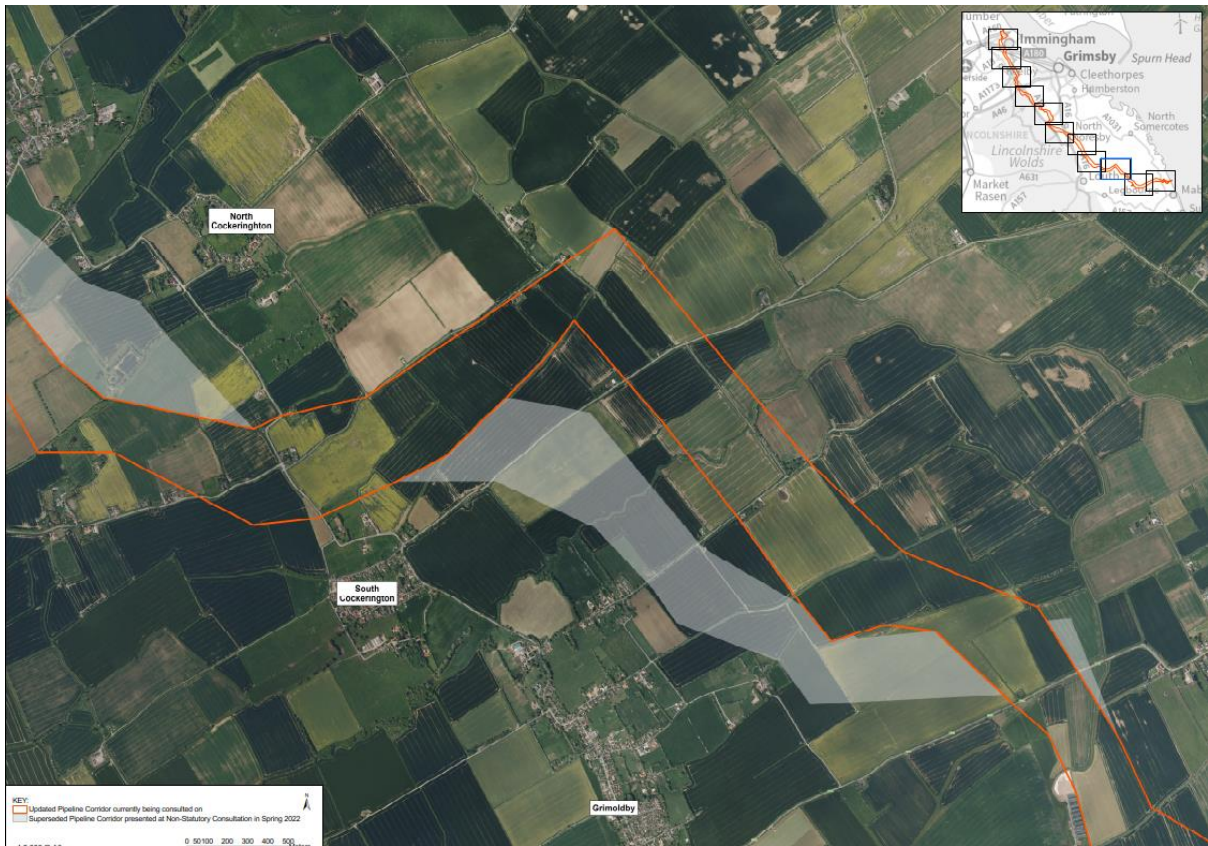


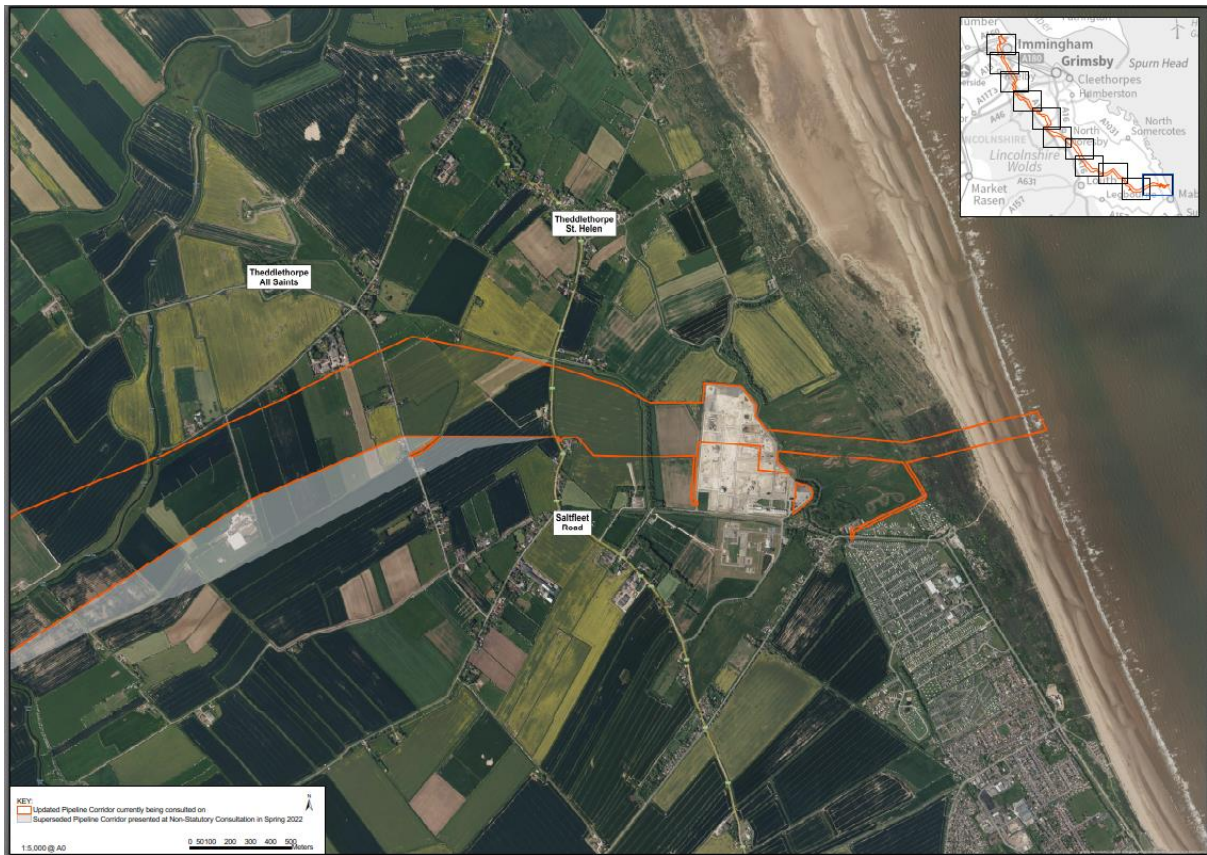






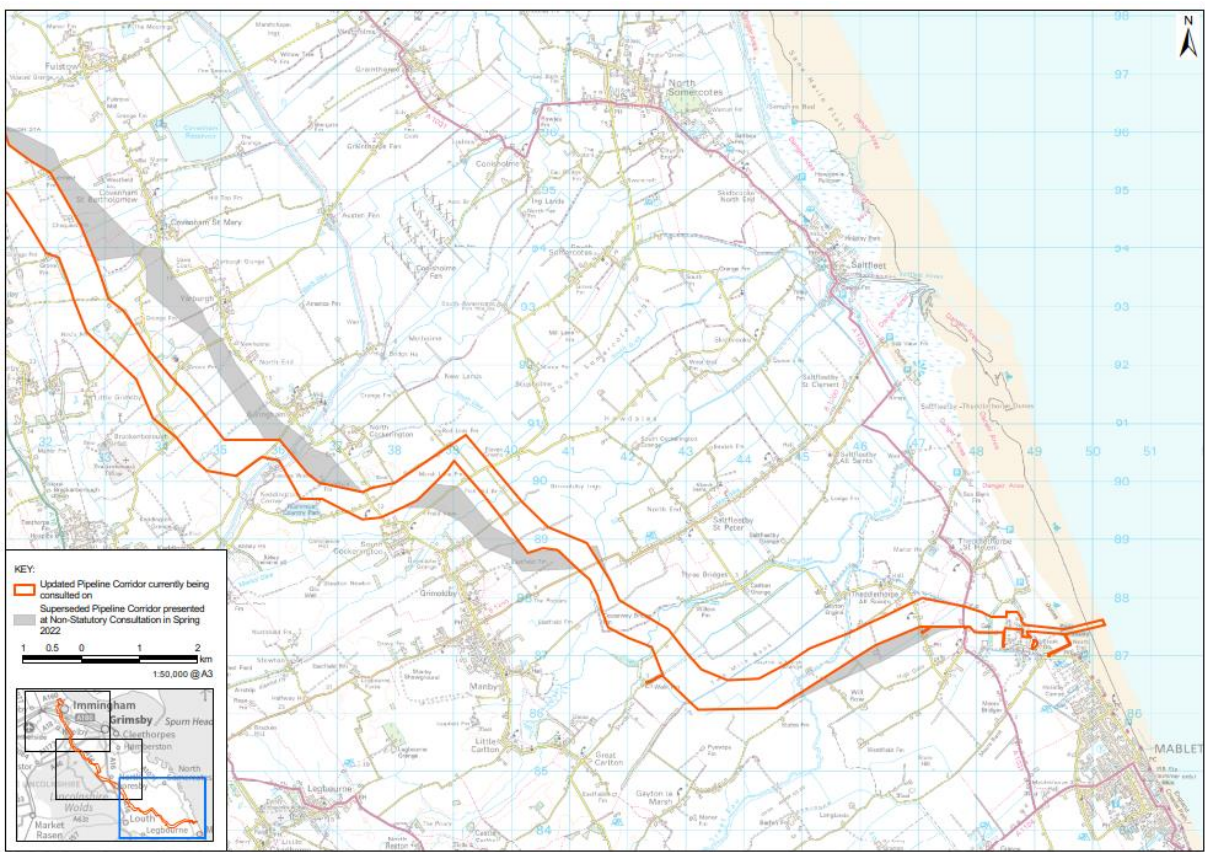
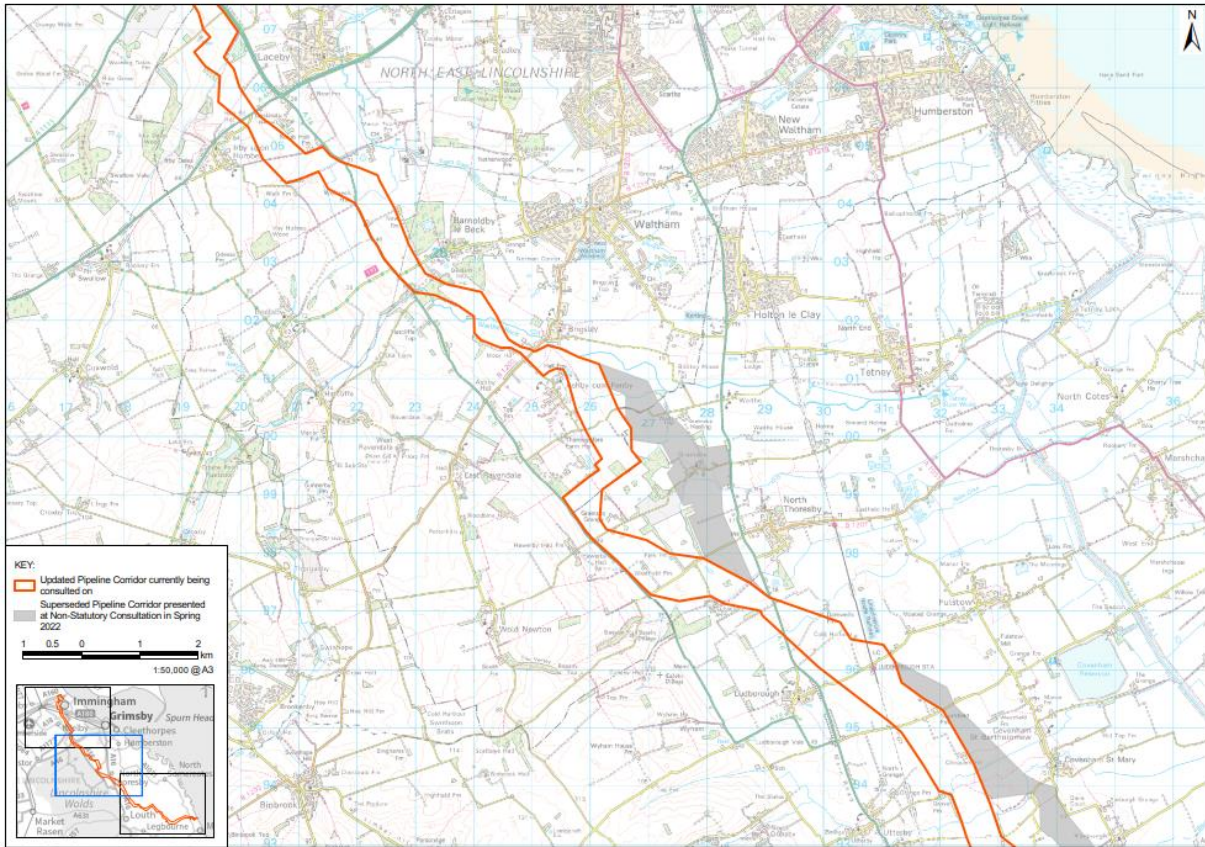







Hard copy maps available at events





Appendix R Further non-statutory consultation response form



V Net Zero Pipeline
Further non-statutory public consultation

Further to feedback from our public consultation in Spring 2022, and extra work by our project team to find the optimum route corridor, we've made some changes to the proposed corridor of the V Net Zero pipeline. For this reason, we are having a further consultation in September/October 2022. We want to hear your views on Harbour Energy's proposals for the V Net Zero pipeline. To help you complete this form, please read the related exhibition boards by visiting our Virtual Consultation Room at www.vnetzeropipeline.co.uk/consultation. Alternatively, if you are attending one of our events, please take time to read the information on display. Once you have read our consultation materials, you can provide your feedback using the channels below:

- Complete the survey online: www.vnetzeropipeline.co.uk
- Return a printed copy of this form by post: Freepost VNZ PIPELINE CONSULTATION
- Return a copy by email: vnetzeropipeline@aecom.com
- Hand this form to a member of staff at our consultation events

The closing date for receiving responses is Thursday 6 October 2022 at 11:59pm.

1. What is your main area/s of interest in the V Net Zero pipeline project?

Please tick the boxes that apply to you.

- Live locally
- Work locally
- Have a local business
- Environmental benefits
- Environmental impacts
- Landowner along the corridor outlined
- Reducing carbon/reaching net zero
- Other – please specify below (word limit 30)

Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Further non-statutory public consultation

2. To what extent do you support efforts to decarbonise industry by building carbon capture infrastructure in the area?

Please tick the box that applies to you.

- Fully supportive
- Mostly supportive
- Neutral
- Somewhat opposed
- Fully opposed

Please use the space below to provide any comments that explain your answer. (Word limit 100)

3. Do you understand the reasons why Harbour Energy is proposing to build the new pipeline?

Please tick the box that applies to you.

- Yes
- No
- Don't know

4. The proposed pipeline will be built within a corridor, which we have highlighted in our plans. Do you have any comments about the updated corridor we have proposed?

Please use the space below to provide your comments. (Word limit 250)

Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Further non-statutory public consultation

5. Are there any aspects of the project you would like more information on?

Please tick the boxes that apply to you.

- Construction impacts and management
- Job creation
- Economic benefits to region
- How the project supports Net Zero
- Delivery timing of the project
- How the scheme will secure planning consent
- Other – please state below (word limit 30)

6. Please provide us with any additional comments or suggestions you would like us to consider at this stage

Please use the space below to provide your comments or suggestions. (Word limit 250)

5 Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Further non-statutory public consultation

About you (not mandatory)

7. How did you hear about this consultation event?

Please tick the boxes that apply to you.

- Newspaper/news/radio
- Social media
- Postcard to your residence/place of work
- Word of mouth (family, friends, colleagues)
- From your local Ward Councillor
- Other – please state below (word limit 30)

8. Do you identify as..?

Please tick the box that applies to you.

- Female
- Male
- Other
- Prefer not to say

9. What is your age group?

Please tick the box that applies to you.

- 15 or under
- 16-24
- 25-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70-79
- 80 or over
- Prefer not to say

4 Find out more www.vnetzeropipeline.co.uk



V Net Zero pipeline Further non-statutory public consultation

10. What is your postcode?

Please write your answer in the space below.

Thank you for taking the time to participate in this survey.

Please return this via post at: Freepost VNZ PIPELINE CONSULTATION, send us a scanned copy at vnetzeropipeline@aecom.com, or submit it to a member of staff at one of our consultation events.

Read Harbour Energy's GDPR Privacy Policy online at www.vnetzeropipeline.co.uk/privacy-policy

Find out more www.vnetzeropipeline.co.uk

