

HyNet North West

CHANGE REQUEST 1 CONSULTATION REPORT

HyNet Carbon Dioxide Pipeline DCO

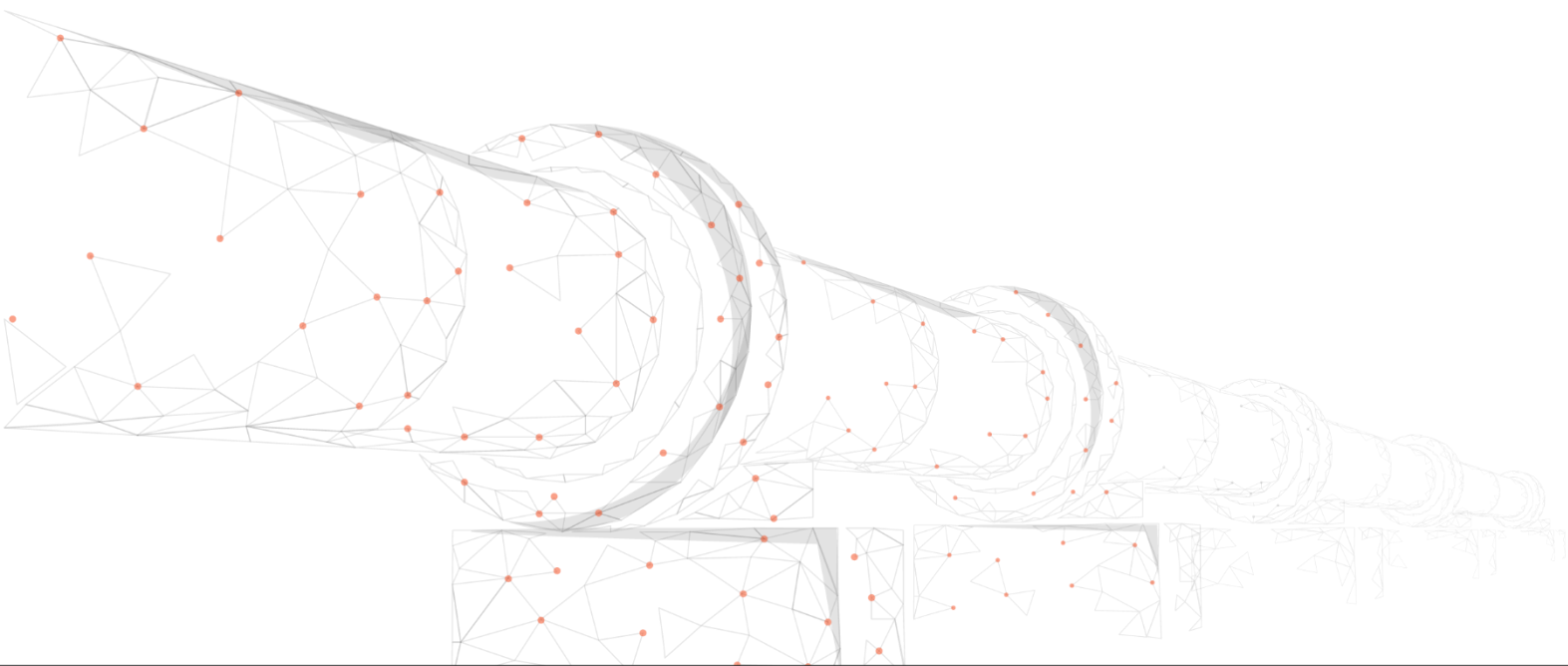
Planning Act 2008

Document Reference Number: D.7.46

Applicant: Liverpool Bay CCS Limited

PINS Reference: EN070007

English Version



REVISION: A

DATE: June 2023

DOCUMENT OWNER: WSP UK Limited

PUBLIC

QUALITY CONTROL

Document Reference	D.7.46				
Document Owner	WSP				
Revision	Date	Comments	Author	Check	Approver
A	June 2023	Submitted between Deadline 4 and Deadline 5	KW	CP	AH

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1. INTRODUCTION

1.1. BACKGROUND

1.1.1. This document has been prepared on behalf of Liverpool Bay CCS Limited ('the Applicant') and relates to an application ('the Application') for a Development Consent Order (DCO) that has been submitted to the Secretary of State (SoS) for Energy Security & Net Zero (ESNZ) under Section 37 of the Planning Act 2008 ('the PA 2008'). The Application relates to the carbon dioxide (CO₂) pipeline which constitutes the DCO Proposed Development.

1.2. THE DCO PROPOSED DEVELOPMENT

1.2.1. HyNet (the Project) is an innovative low carbon hydrogen and carbon capture, transport and storage project that will unlock a low carbon economy for the North West of England and North Wales and put the region at the forefront of the UK's drive to Net-Zero. The details of the project can be found in the main DCO documentation.

1.2.2. A full description of the DCO Proposed Development is detailed in Chapter 3 of the Environmental Statement (ES) **[APP-055]**. On the 27 March 2023, the Applicant's submitted Change Request 1 which includes '2023 ES Addendum Change Request 1' **[CR1-124 to 126]** and ES Addendum Chapter 3 provides an update to the description of the DCO Proposed Development **[APP-055]**. The Applicant's Change Request 1 was accepted by the ExA on 24 April 2023.

1.2.3. On the 2 June 2023, the ExA accepted the Applicant's Change Request 2; subsequently the description of the development has been updated, to include Chapter 3 of the 2023 ES Addendum Change Request 2 **[CR2-017]**. However, this is subject to a separate consultation and is therefore not considered within this report.

1.3. PURPOSE OF THE REPORT

1.3.1. This report describes the additional consultation undertaken between May and June 2023 in relation to the eighteen identified changes submitted as a change request on 27 March 2023, referred to as 'Change Request 1'. This report sets out what was consulted on and why, before describing how the consultation was carried out, with whom, and the methods used. The matters raised during the consultation are then summarised, followed by the Applicant's regard to those matters raised and explanations of how they have been considered.

1.3.2. An Applicant who intends to request a material change to a DCO application has a duty to publicise any changes to proposed powers of acquisition under Regulation 8 of the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 and is expected to consult all those prescribed in the Planning Act 2008 under section 42(a) to (d) who would be affected by the proposed change (giving a minimum of 28 days).

1.3.3. The proposed changes have arisen following consultation on the DCO application and feedback received from stakeholders. The Applicant, therefore, considers that consultation on the proposed changes in advance of submission of Change Request 1 is unnecessary as the changes requested result from the responses provided to previous consultation and subsequent engagement with interested parties.

1.4. METHOD AND TIMING OF CONSULTATION ON PROPOSED CHANGES

1.4.1. The consultation took place between 3 May and 14 June 2023. Section 42(1)(a), Section 42(1)(b) and Section 42(1)(d) consultees, including Regulation 11(c) consultees listed in the Scoping Opinion, were informed of the consultation by letter or, if they had previously expressed a preference for it, by email. Section 47 consultees were also contacted by letter and email (see Appendix F). The site notice in English and Welsh was sent with this letter or email (see Appendix E). These were sent on 28 April 2023.

1.4.2. All consultees were instructed to submit any responses to the consultation through the Registration and Relevant Representation Form on the Planning Inspectorate’s website.

1.4.3. All consultation materials contained the following information:

- Complete the form on the Website: Registration and Relevant Representation Form at <https://infrastructure.planninginspectorate.gov.uk/projects/wales/hynet-carbon-dioxide-pipeline/>
- Emailing: hynetco2pipeline@planninginspectorate.gov.uk
- Writing to: National Infrastructure Planning, Temple Quay House, 2 The Square, Bristol, BS1 6PN
- Calling: 0303 444 5000

1.4.4. In line with the requirements, a newspaper notice (see Appendix A) was submitted to two local papers, The Chester Chronicle (4 May 2023, 11 May 2023) and The Daily Post (4 May 2023, 11 May 2023), the London Gazette (5 May 2023), and The Guardian (5 May 2023). Appendix D includes the newspaper notices in both English and Welsh. Where the publication publishes in Wales, the Welsh version was also provided.

1.5. COMPLIANCE WITH NOTIFICATION OF INTENTION TO SUBMIT A CHANGE REQUEST

1.5.1. The table below sets out the proposed approach described in the Notification of intention to Submit a Change Request **[AS-060]** submitted to the Examining Authority (ExA) in March 2023.

Commitment	Response
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<p>An Applicant who intends to make a request for a change which involves ‘additional land’ to a DCO application must consult all those prescribed in the Planning Act 2008 under section 42(a) to (d) who would be affected by the proposed change (giving a minimum of 28 days). Advice Note 1 Although the determination is made by the ExA, applicants are required to consider and submit their views as to whether consultation is required to enable affected persons to make representations on the changes to the application.</p>	<p>As set out in Section 1.4 above, the Applicant contacted all consultees prescribed in section 42(a) to (d).</p>
<p>The Applicant has prepared Supplementary Environmental Information (SEI) (2023 ES Addendum Change Request 1 (document reference D.7.7)) to support the proposed change request. The Applicant notes that there is no statutory requirement to consult on or publicise this SEI under EIA Regulations and that this is noted in Advice Note Sixteen.</p>	<p>The ExA did not request that the Applicant carries out separate Supplementary Environmental Information consultation and therefore only one period of consultation was undertaken.</p>
<p>If accepted, Applicant would carry out a 6-week consultation between 24 April and 9 June (assuming newspaper publication dates can be made for week commencing 24 April), consultation would run until 9 June (to allow for two consecutive weeks of newspaper notices as required by the Infrastructure Planning (Compulsory Acquisition) Regulations 2010)</p>	<p>Change Request 1 was accepted by the ExA on 24 April 2023 [PD-016]. This did not allow sufficient time to meet publication deadlines for newspaper notices in order to start the consultation period on 24 April 2023, therefore the consultation period started as soon as possible after this date on 3 May 2023.</p>
<p>Consultation report prepared and submitted on: 26 June (between deadlines 4 and 5).</p>	<p>Due to the delay in starting the consultation period, this Consultation Report is submitted on 28 June 2023.</p>

2. THE PROPOSED CHANGES

2.1.1. A total of eighteen changes to the DCO Proposed Development were consulted on. The changes included amendments to the Order Limits at the Above Ground Installations (AGI's), Block Valve Stations (BVS's) and the proposed CO₂ pipeline, and changes to improve access.

2.1.2. The eighteen changes are described in **Table 2.1** below.

Table 2.1 Description of the Proposed Changes

Proposed Change	Location
1. Relocation of Work No. 51, Cornist Lane Block Valve Station (BVS), to the south east by 120 metres	Cornist Lane, Flint, Flintshire, Wales, CH6 5RJ
2. Extension of the Order Limits of Work Nos. 41 and 42 with the addition of Plot no 18-20a, to the north west and west, at New Bridge Farm, and addition to the Works of the removal of a slurry tank	Holywell Road, Hawarden, Ewloe Green, Flintshire, Wales, CH5 3BY
3. Relocation of Work No. 45, Northop Hall Above Ground Installation ('AGI') to the west by 75 metres	Village Road, Northop Hall, Flintshire, Wales, CH7 6JW
4. Extension of the Order Limits of Work No. 23 and addition of Plot no 9-14a, 9-16a, 9-16b, 9-18a, 9-18b and 9-19a, to the north to reduce the impact on veteran trees near Backford Brook	Station Road, Lea-by-Backford, Backford, Cheshire West and Chester, England, CH1 6NT
5. Extension in construction working hours to include Saturday morning working	N/A
6. Extension of the Order Limits at Work No. 3 to enable access to Ince AGI from the adopted highway	North – Goldfinch Meadows, Marsh Lane, Ince, Elton, Cheshire West and Chester, England, CH2 4NP South – Ash Road, Elton, Cheshire West and Chester, England, CH2 4RN
7. Additional footway and cycleway diversion along Chester Road adjacent to the 2 Sisters Industrial Facility at Work No. 34 and the Temporary stopping up of a footway and cycleway along Chester Road/Brookside at Work No. 44	2 Chester Rd, Sandycroft, Deeside, England, CH5 2QW
8. Reduction of the Order Limits at Work No. 3 to remove a section of the Hapsford railway line spur	Elton Lane, Elton, Cheshire West and Chester, England, CH2 4LB
9. Reduction of the Order Limits to remove two residential properties and amenity curtilage at Grove Road Work	Halls Green Lane – The Spinney, M56, Thornton Green, Thornton-le-Moors, Elton,

Proposed Change	Location
No. 13 (Mollington) and Halls Green Lane Work No. 25 (South of Stanlow)	Cheshire West and Chester, England, CH2 4JN Mollington – Grove Road, Dunkirk, Lea-by-Backford, Mollington, Cheshire West and Chester, England, CH1 6LQ
10. Reduction of the Order Limits to remove part of the east bank of the River Goway at Work No. 13A	M56, Thornton Green, Thornton-le-Moors, Chester, Cheshire West and Chester, England, CH2 4GZ
11. Extension of the Order Limits to include a new private access track at Work No. 32A. Reduction of the Order Limits to remove an access track from the B5129 at Work No. 33	B5129, Queensferry, Sandycroft, Flintshire, Wales, CH5 3PS
12. Clarification of construction methodology to allow non-road mobile machinery to cross features at the surface of trenchless crossings	N/A
13. Reduction of the Order Limits at Work No. 31 to remove part of a Public Right of Way (ProW) along the south bank of the River Dee	Queensferry, Sandycroft, Flintshire, Wales
14. Reduction of the Order Limits at Work No. 18 to remove a section of the Shropshire Union Canal	Caughall Road, Backford, Chester, Cheshire West and Chester, England, CH2 4BG
15. Amendment to the access for the Shotton Lane Construction compound at Work No. 41A near Ewloe to reduce impact upon protected species	Holywell Road, Hawarden, Ewloe Green, Flintshire, Wales, CH5 3BY
16. Additional ProW diversion near Stanlow at Work No. 11	Hill View Way, Elton Green, Elton, Thornton le Moors, Cheshire West and Chester, England, CH2 4JY
17. Extension of Order Limits to include existing access from Bridleway (Picton PR4) at Work No. 16a	Meadow View, Picton Lane, Picton, Mickle Trafford and District, Stoak, Cheshire West and Chester, England, CH2 4HE
18. Land Plans Amendments following changes to the DCO Proposed Development Submission	N/A

2.1.3. Non-prescribed groups were also informed by email on 3 May 2023. Site notices were displayed at each location and at 5km intervals along the proposed pipeline on 28th April. These were checked weekly throughout the consultation period (see Appendix G).

2.1.4. Site notices were also deposited in libraries and along the route to improve consultation awareness. These were in place by no later than 9 May 2023. The site notice locations can be found in Appendix B.

- 2.1.5. The site notices were regularly checked throughout the consultation period. There were eleven instances where site notices were lost, destroyed, or damaged during the consultation. These were replaced with new site notices.
- 2.1.6. The Applicant sent a copy of the site notice and Regulation 8 notice to all Section 42(1)(a) and Section 42(1)(b) stakeholders who can be found in Appendix H.1. This letter was sent on 28 April 2023 and can be seen in Appendix F. This letter was sent in both English and Welsh. The Regulation 8 Notice can be found in Appendix C.
- 2.1.7. The Applicant sent a copy of the site notice and Regulation 8 notice to all Section 42(1)(d) stakeholders with a land interest in the areas of the DCO Proposed Development proposed to change. This letter was sent on 28 April 2023 and can be seen in Appendix F. The list of consultees can be found in Appendix H.2. This letter was sent in both English and Welsh. The Regulation 8 Notice can be found in Appendix C.
- 2.1.8. A list of all stakeholders can be found in Appendix H.

3. SUMMARY OF RESPONSES TO THE PROPOSED CHANGES

- 3.1.1. The number of responses to the proposed changes consultation was twenty separate responses.
- 3.1.2. Responses noting that the consultation has been received and considered and that no substantive response was considered to be required were received from:
- The Environment Agency
 - NATS
 - The Canal and Rivers Trust
 - Sky
 - GTC UK
 - HSE, NSIP Team
 - Environmental Public Health Wales
- 3.1.3. Table 3.1 shows how the Applicant has had regard for feedback on the proposed changes.

Table 3.1 Identifying the statutory consultees

Reference	Comment	Response
<p>CR-01</p>	<p>[REDACTED] has previously raised with your representatives the need to preserve the riding arena and paddock on his property, which has been installed at significant cost and which would require significant expensive remedial work if the surface was damaged. Furthermore, should he be unable to use this area for a period of time, he would incur significant additional costs in hiring appropriate facilities elsewhere.</p> <p>Hynet have previously accepted this and agreed to include the relevant area in an exclusion zone for construction. However, the terms now produced say that the riding arena may be used for “all purposes in connection with the construction of the pipeline which includes storage of materials and equipment, welfare facilities, temporary access roads, permission to enter the area with or without vehicles, plant, machinery, equipment, and materials, and to carry out site investigation”.</p> <p>[REDACTED] is keen to reach a reasonable agreement and is not seeking to withhold access to all his land, but is deeply concerned that a key part of his property could be rendered unusable for an extended period of time, and cause significant extra costs to be incurred to rectify damage to the standard required for riding.</p> <p>It seems to me that a minor redrafting of the heads of terms to exclude this area from any purposes</p>	<p>As part of the ongoing engagement with [REDACTED] the Applicant has previously issued the landowner a set of Heads of Terms regarding the use of their land in connection with the CO₂ pipeline. Since issuing these Heads of Terms the Applicant has undertaken detailed negotiations with various agents and other landowners along the route. As a result of these negotiations, the Applicant has agreed to revise the terms of the initial offer, including an increase in the sums payable to landowners.</p> <p>In the specific case of [REDACTED], the Applicant has also considered the request to remove the ménage area from the pipeline construction corridor and have, in part, been able to accommodate their request. After careful consideration and extensive discussions with the project specialist the Applicant is now able to confirm that the land in question forms a ‘Pipeline Construction Exclusion Area’ within which the pipeline will not be laid, this is secured within schedule 8 of the Draft Development Consent Order [REP4-007]. However, the Pipeline Construction Exclusion Area must still be included in the option area as such land may be required for future surveys. Likewise, due to the potential proximity of such land to the CO₂ pipeline, the protective provisions regarding the use of the option area must apply to the ménage area. To address [REDACTED]’s concerns around access to the construction site along the lane and driveway, we can confirm that this access track will not be subject to any construction traffic.</p>

Reference	Comment	Response
	<p>connected with construction would resolve the issue to the satisfaction of both sides, and I would welcome a response from you confirming that you will undertake this.</p> <p>One further issue concerns access to the construction site along the lane and driveway leading to [REDACTED]'s property. There are a number of culverts and drainage channels under the access which are likely to collapse if heavy vehicles are driven over them. Are you in a position to confirm what access arrangements will be required for this part of the project, and whether alternative access across adjoining fields may be usable instead? Given the significant ongoing issues with flooding in Sandycroft and Pentre I am keen to avoid any risk of damage to drainage infrastructure.</p>	
CR-02a	<p>We previously noted that the only potential impact to fluvial morphology appears to be referenced in Appendix 18.3 (para. 1.2.2): "Swinchiard Brook (GB111067056940), in which the Cornist BVS is sited, and a new outfall is proposed to discharge surface water from Cornist Lane BVS".</p> <p>We note that this is still the case but as a matter of clarification we note that the proposed mitigation for this is now contained in Table 5-4 and not Table 5-2 of Appendix 18.3, as referenced in our previous advice. However, provided that this is implemented, as advised previously, we have no concerns or further comments regarding this.</p> <p>Therefore, having considered the additional information submitted for the proposed scheme amendment at</p>	<p>The Applicant notes this response and has no further comments at this time.</p>

Reference	Comment	Response
	<p>Cornist Lane BVS, NRW has no further comments to make in addition to our previous statutory pre-application advice for this proposal (attached for your convenience).</p> <p>We note that Proposed Change 13 would remove the Public Right of Way and associated land plots adjacent to the Hawarden Embankment (adjacent to the River Dee main river) and have no objection to this.</p>	
CR-02b	<p>However, Proposed Change 13 would not remove NRW's concerns about avoiding any physical impediment during the construction phase in light of its statutory Flood Risk Management powers, as the temporary construction compounds adjacent to the River Dee at this location (Work No. 30D – Temporary Logistics and Construction Compound, Work No. 31A – Temporary Logistics and Construction Compound and Work No. 31C – Temporary Working Area) are still proposed. NRW's current concerns relate to these compound locations and associated access routes. In particular, Work No. 30D could affect NRW's access to the Northern Embankment as it uses the road going through the compound to access the embankment. Work No. 31A could affect NRW's access to the Hawarden Embankment, as the compound itself is located very close to the embankment and the access route serving the compound is the only means of accessing this section of the defence.</p> <p>Please see NRW's Written Representation (REP1-071; see paragraphs 3.3 to 3.5), Deadline 2 submission</p>	<p>The Applicant confirms that there is ongoing communication with NRW on this matter, as evidenced within the Statement of Common Ground, the most recent iteration being REP3-027</p>

Reference	Comment	Response
	<p>(REP2-053) and Statement of Common Ground with the Applicant [REP3-026, see Items NRW 3.4.3 and 3.4.5] for details of NRW's concerns regarding to access to flood risk management assets. In addition, a request was made by NRW by email dated 5 June for these concerns around this issue to be the subject of discussion in the ISH on environmental matters on 6 June. However, this was not brought to the panels' attention. NRW will nevertheless provide further comments at Deadline 4 and continue to engage with the Applicant regarding this matter with a view to hopefully agree matters and record such agreement in the Statement of Common Ground.</p>	
<p>CR-03</p>	<p>The Coal Authority previously commented on this submission in a response in 2022. We noted that the application was accompanied by Coal Mining Risk Assessment (CMRA) (D.6.3.11.2, revision A (Environmental Statement – Volume III) prepared for the project by WSP UK Limited. Having carried out a review of the available information, the Report authors stated that only some sections of the pipeline corridor are affected by former coal mining activity. The report authors made recommendations for the pipeline routing to avoid these areas where possible and in the event that the pipeline cannot avoid the areas, that intrusive ground investigations are required in order to confirm the ground conditions present and inform any remedial measures required to mitigate the risk posed to the pipeline and associated infrastructure. We recommended that the measures proposed within the submitted Coal Mining Risk Assessment prepared by</p>	<p>The Applicant confirms that there is no change to the assessment nor recommendations contained within the Coal Mining Risk Assessment following the changes.</p> <p>The Applicant clarifies that the key points regarding the recommendations within the Coal Mining Risk Assessment have been responded to in the Applicants Response to the Relevant Representation at Deadline 1 (Table 2-67) [REP1-042]. The respondent is referred to this document.</p>

Reference	Comment	Response
	<p>WSP UK Limited to address the risks posed to the development by past coal mining activity are included as requirements of any Order granted for the project. We note the changes now proposed on the scheme. In respect of the areas where changes are proposed and past coal mining features are recorded to be present this only appears to relate to area 41. We would expect that in this area further consideration will be given to the potential risks posed by past coal mining activity in respect of the changes made as part of the recommendations within the Coal Mining Risk Assessment, which should be included as requirements of any DCO granted.</p>	
CR-04a	<p>As an interested person involved in a group of people with concerns about the HyNet project I wish to make representations about the HyNet CO2 pipeline DCO Climate impacts (ExA written questions 1.5.2) In their Cover Letter, referencing the wider HyNet project, the applicant estimates a projected reduction of 10 million tonnes of CO2 emissions a year by the early 2030s. Can this estimate be justified in the face of: a) the unproven nature of large-scale CCS projects and failure to meet projected sequestration targets? Australian government data shows the Gorgon CCS project (capturing CO2 from extraction of reservoir gas) in Australia emitted over 7.7 million tons of CO2 in 2016-17. The project was initially planned to capture and inject underground up to 4 million tonnes (MT) of reservoir CO2 each year but actually sequestered on average less than 1MT per year. Quest, a blue Hydrogen Shell project in Canada, captured 48% of</p>	<p>The Applicant notes that this response does not address the change request but instead concerns the overall need for the development. The Applicant refers to the detail outlined in the Needs Case for the DCO Proposed Development [APP-049].</p>

Reference	Comment	Response
	emitted GHG, well below their projected 90%, and a Global Witness study found that over a 5 year period, overall project emissions (7.7 MT) significantly exceeded CO2 captured (4.8MT).	
CR-04b	b) the likelihood of long-term escape of sequestered gas. Research into long-term effectiveness and consequences of CO2 sequestration, projecting over 100,000 year timescales shows large, delayed warming in the atmosphere as well as oxygen depletion, acidification and elevated CO2 concentrations in the ocean. Eni's written response to questions asked at its 2023 AGM indicates that they only guarantee to monitor emissions from storage in Liverpool Bay for 20 years after the closure of the storage site.	The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request No. 1. The Applicant refers to the detail outlined in the Needs Case for the DCO Proposed Development [APP-049] . .
CR-04c	Increasing evidence that upstream emissions of blue hydrogen production are not acknowledged and / or are underestimated. January 2023 Princeton research concluded that as much as five times more methane is being leaked from oil and gas production than reported and that the UK government systematically and severely underestimates emissions in its mandatory reports to international bodies. What methodology does the applicant use in relation to upstream emissions and their claim of CO2 reduction? Environmental Impact Assessment Notwithstanding the applicant using the totality of the wider HyNet project in relation to climate mitigation claims, the project has been separated out from the wider projects and infrastructure which will use and which depend on this pipeline. (See ExA written questions 1.1.6) As such, the applicant may have	The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request No. 1. However, the Applicant refers to the detail outlined in Chapter 10 of the Environmental Statement, Greenhouse Gases [REP4-043] and the Needs Case for the DCO Proposed Development [APP-049] .

Reference	Comment	Response
	breached the requirements for cumulative assessment of all environmental factors.	
CR-04d	The land-based pipeline. Further to the submission by Councillor Andrew Sparrow 6th January. There is a risk of leak from, and rupture of, the land-based pipeline. The 2020 leak in Satartia led to approx. 200 residents being evacuated and 46 people treated in local hospitals. There is risk of brittle fracture and corrosion due to reaction with water, with additional risks from impurities due to transport of CO2 from multiple sources. There are risks associated with repurposing pipelines previously used to transport hydrocarbons. The HSE acknowledges limited experience and safety data in relation to CO2 pipeline development; internationally, regulation and guidance has not kept up with recent interest in CCS systems. How does the applicant's experience and expertise demonstrate satisfactory mitigation of these risks?	The Applicant notes that this response does not address the change request but concerns the operation of the overall development. The Applicant refers to the detail outlined in Chapter 13 of the Environmental Statement, Greenhouse Gases [REP4-049] and the Needs Case for the DCO Proposed Development [APP-049] .
CR-05a	As a community organisation based within HyNet's geographical footprint, Liverpool Friends of The Earth (LFoE) wishes to make a representation. This will: (A), directly support and reference representations made earlier by four other Interested Parties, and (B), respond to the Applicant's D.7.16 May 2023 responses. This representation is further informed via Eni's answers at its May 10th 2023 AGM, to questions about the HyNet Carbon Dioxide Pipeline and Liverpool Bay CCS.	The Applicant notes this response and has no further comments at this time.
CR-05b	The AGM questions were submitted by Italian advocacy group, ReCommon, partnering North West UK environmental groups, including LFoE A1) In support of Carolyn Thomas, MS: Responding to an AGM question,	The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request 1. The Applicant refers to the detail outlined in the Needs Case for the DCO Proposed Development [APP-049] .

Reference	Comment	Response
	Eni acknowledges it will monitor the integrity of Liverpool Bay geology against CO2 leakage for only 20 years following final CO2 injection. We feel the period's shortness negates the rationale of the HyNet CO2 Pipeline A2)	
CR-05c	In support of Natural Resources Wales: We feel that Eni did not adequately respond to AGM questions relating to neither the Wellbeing of Future Generations Act, WBFGA, nor strategic ramifications of Wales' Core Membership of The Beyond Oil and Gas Alliance (BOGA). Rather than merely noting 'a continuous dialogue with various departments of the Senedd (Welsh Government)', as Eni did, there should be clear responses detailing specific joint agreements in these spheres. There is no evidence that Eni has properly understood or strategically contextualised these policies' interfacings with the Pipeline proposals	The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request 1. The Applicant refers to the detail outlined in the Needs Case for the DCO Proposed Development [APP-049].
CR-05d	3 & 4) In support of Councillor Andrew Farrow and Councillor Linda Thomas: In 2016, the UK Health and Safety Executive, in regard to a trunnion pipe supports failure in the Irish Sea, found that Eni had 'fail(ed) to ensure that dangerous situations are monitored at suitable intervals'. Despite Eni's 2023 AGM response that 'transport and storage of CO2 will take place in full compliance with what is required under the relevant legislation'; with this legacy of patchy infrastructure monitoring, can North Wales communities be confident that they will be fully and knowingly protected from failures of untested at-scale pipeline infrastructure?	The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request 1. The 2016 trunnion incident has been fully resolved to the satisfaction of the UK Regulator (Health and Safety Executive). As a result of the findings, an enhanced inspection regime was implemented and is still in force today.
CR-05e	B) We acknowledge the Applicant's noting (Table 2.9 ExQ1, 1.9.3),'... have regard to the explicit guidance	The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request 1.

Reference	Comment	Response
	<p>that WBFGA should be applied so as to avoid siloed approaches'. We do, however, suggest that globally overarching perspectives, fundamental to the spirit of both WBFGA and Wales' Core Membership of BOGA, make it untenable to focus on the HyNet Pipeline 'silo' alone: Eni's globally harmful portfolio of fossil fuel extractivism and ambition in Mozambique, The Gulf of Mexico, and Guinea-Bissau, cannot be ignored. Furthermore, following the global 'lobbying and greenwashing' lawsuit issued against Eni on May 9th 2023, by civil complainants in Rome, we feel that the financial footing of any major project where the Applicant is central, must be reappraised</p>	
CR-05f	<p>In relation to jobs, another of Eni's 2023 AGM responses suggests it does not fully understand that graduates, increasingly, do not wish to work for corporates whose global portfolios, as Eni's does, remain underpinned in the fossil fuel sector. Wrexham Glyndwr University has already banned fossil fuel companies from graduate recruitment fairs</p>	<p>The Applicant notes that this response does not relate to the consultation topic, which is DCO Change Request 1.</p>
CR-06	<p>Thank you for notifying the Environment Agency (EA) of the request for comments on the applicant's accepted Change Request 1. We note the EA has been identified as an 'occupier or reputed occupier' in the Book of Reference [REP3-014] for plots 1-01a; 9-14a; 9-16a; and 9-16b of the Land Plans [REP2-004] due to the proximity of designated 'main rivers' at these locations. As part of the Development Consent Order examination submission, the applicant has identified the necessity to obtain a Flood Risk Activity Permit from the Environment Agency, where required, for works on /</p>	<p>The Applicant notes this response and has no further comments at this time.</p>

Reference	Comment	Response
	near designated 'main rivers' (Other Consents and Licences [REP3-017] document). Therefore, we have no additional comments to make on Change Request 1.	
CR-07	NATS acknowledges receipt of the documentation pertaining to the 2 further changes. NATS's position remains unchanged and it anticipates no impact from the Development.	The Applicant notes this response and has no further comments at this time.
CR-08	In relation to the applicants Change Request, the Canal & River Trust (the Trust) fully support change 14 in relation to the reduction of the Order limits to remove a section of the Shropshire Union Canal at Work No.18. The Trust have no further comments to make on the other requested changes as these do not include our land/undertakings.	The Applicant thanks the Trust for this response and has no further comments at this time.
CR-09	Parish Councils of Backford and Lea by Backford have met numerous times and have highlighted the following issues:- Local engagement has not been completed as discussed by ENI Timeline to be confirmed along with maps of the area with changes to be provided - request made not yet received.	The Applicant notes this response. The Applicant has attended two briefings with the five Parish Councils (Backford, Lea by Backford, Saughall, Mollington and Chorlton) on 23 rd February and 20 th June 2023. Maps of the area were provided at the latest briefing, along with links to relevant information held online. A further public meeting with the parish councils and local community has been arranged for 17 th July.
CR-10a	Access points proposed are considered to be in appropriate as on country lanes and very close to cottages on station road. The latest map does not show any change to take account of concerns. Small bridge in the first part of station road is not thought to be strong enough to take the weight of heavy traffic into and out of the service area planned - ENI were asked to consider this with highways Cheshire West. Noise and constant movement of heavy traffic next to two 120 year	The Proposed Development does not feature a Block Valve Station (BVS), Above Ground Installation (AGI) or Central Compound in the area being referenced by Lea by Backford Council. As such, Station Road has not been identified as a Construction Traffic Route within the Outline Construction Traffic Management Plan (OCTMP) [REP3-020], and the construction traffic volumes are likely to be negligible on Station Road. This is deemed a "secondary access" and

Reference	Comment	Response
	<p>old cottages on Station Road had not been considered carefully enough by planners.</p> <p>? has consideration been given to the school opening and closing times. ? has consideration been given to the Village Hall which is on Station Road and the usage being affected by road closures which will be frequent.</p>	<p>referred to in point 17.4.27 of the Environment Statement Chapter 17 – Traffic and Transport [REP4-057]:</p> <p><i>All other access locations are designated as Secondary Access Locations. These represent locations where access for construction traffic will take place over a number of days or weeks, and outside of these activities the associated traffic volumes will be negligible.</i></p> <p>The Applicant notes that the bridge at Station Road is not demarked as a weak bridge.</p> <p>The Applicant has worked closely with CWCC to identify the most appropriate construction traffic routes and no specific concerns have been raised by the Council about activity in this area. The CTMP will continue to be developed by the construction contractor once appointed, who would work closely with the Council to reflect up-to-date considerations.</p> <p>There is no specific proposal to close Station Road. There is a proposal to close Grove Road for through traffic for a temporary period (up to two weeks), and Station Road has been identified as a diversion route following consultation with CWCC. The closure point would allow access to St Oswald’s Primary School to be maintained. The Applicant confirms that construction activities that take place outside of St Oswald’s School and Sandycroft County Primary School will be scheduled outside of term time where possible, to avoid potential disturbance and traffic delays, as per REAC commitment D-PH-013 [REP4-235] to be secured by the requirements of the Development Consent Order [REP4-007].</p>

Reference	Comment	Response
CR-10b	<p>Area around the transition from Mollington in to lea by Backford is a particularly affected area where the pipeline crosses the Station Road and Grove Road which are in very close proximity to both private houses/council housing, some of these houses have elderly persons who have not accessed information on the internet. Access to computers for some people is difficult especially where there are disabilities. Both these roads either have school access or are directly next door to the local primary school and pre school buildings. The length of time the whole project takes will disadvantage the community significantly and the changes made are not helping this. Aesthetically comments can only be assumed as not pictorial future projections have been provided.</p>	<p>Both the statutory consultation and this Change Request 1 consultation were advertised in local newspapers. The Applicant has maintained a Freepost address (Freepost HyNet North West) throughout the project.</p> <p>Where full road closure is needed, diversions will be agreed with the local highway authority to ensure access to properties is maintained throughout</p> <p>For the avoidance of doubt, construction work in any one location along the pipeline is not expected to last the full programme duration, as the nature of linear infrastructure is that construction works (and thus construction activity) progresses along the route.</p> <p>Other than AGIs,BVSs and minor features such as pipeline marker posts, the completed pipeline will be underground and not visible.</p>
CR-11a	<p>CR1 Introduction 1.1 This relevant representation to the HyNet Carbon Dioxide Pipeline Project (“the Project”) is made on behalf of Encirc Limited (“Encirc”) following the change request made by the Applicant and accepted by the Examining Authority dated 27 March 2023.</p> <p>1.2 Encirc have already made representations in relation to the Project at Deadline 3 (REP3-050).</p> <p>1.3 The change request proposes the acquisition of rights over land for access associated with Ince AGI. This includes additional plots 1-06a, 1-06b, 1-06c, 1a-01, 1a-02 and 1a-03.</p>	<p>No response is required to this background information</p>

Reference	Comment	Response
	1.4 Encirc is the freehold owner of plots 1-06a and 1-06c and has rights of access over plots 1-06b, 1a-01, 1a-02 and 1a-03.	
CR-11b	1.5 Encirc's representation to Deadline 3 made clear its future development plans (automated warehouse, new rail sidings and intermodal area, and hydrogen powered furnace) all of which are either with the local planning authority or well publicised. This future development at the Encirc Site is essential to the future of the Encirc business. These development intentions and their relationship to the submitted DCO were explained at the Compulsory Acquisition Hearing on 7th June 2023.	The Applicant notes this response and are in on going commercial and protective provision discussions with Encirc, which covers the changes included in Change Request 1.
CR-11c	1.6 It was agreed that the Applicant would insert Protective Provisions in favour of Encirc during the Issue Specific Hearings on 8th June 2023. Encirc is hopeful that through these protective provisions the parties will be able to find a way in which the Project can be implemented whilst protecting the operation of the Encirc Glass Manufacturing and Filling Plant, maintaining the required access to the Encirc Site and ensuring that Encirc future development plans can be brought forward.	A discussion to initiate Protective Provisions was held on 23 June 2023. Considering Encirc requirements, first draft of protective provisions shared with Encirc on 23 rd June 2023, feedback from Encirc is awaited and then further discussions will take place.
CR-11d	1.7 Uninterrupted access to the Encirc Site is essential to the operation of Encirc business and therefore it is essential that Encirc retains all rights of access which it currently enjoys.	The Applicant notes this response and has no further comments at this time.
CR-11e	1.8 The change request in respect of plots 1-06a-1-06c seeks to extend the land over which the Applicant is seeking the permanent acquisition of rights to ensure that rights are secured for access to link land plots 1.22	The Applicant notes this response and the request from Encirc. The Applicant is currently engaged in discussion with Encirc and reviewing internally whether a section of 1-06 can be changed to have temporary possession powers only, to allow for construction traffic. The Applicant is in conversation

Reference	Comment	Response
	<p>and 1-21 to the adopted highway at Ash Road, previously omitted from the submitted DCO.</p> <p>1.9 Encirc considers that the addition of the change request land will result in the removal of the need to have a connection through the Encirc site between land plot 1-06 and 1-o3 and would ask that if the change request is brought forward as part of the Development Consent Order that this connection is removed from the draft DCO.</p> <p>1.10 The proposed connection through Encirc site between land plot 1-06 and 1-o3 was included where no connection exists today and any such amendment of internal security fencing would result in breaches of Encirc commitments as an HMRC bonded warehouse under the provisions on the Customs and Excise Management Act 1979 and subordinate legislation.</p>	<p>with Encirc regarding its commitments as an HMRC Bonded site and is aiming for the parties to come to an agreeable position via a voluntary agreement.</p>
CR-11f	<p>1.11 Further, Encirc considers that discussions with the applicant in respect of Protective Provisions and an associated private Agreement will result in agreement to Horizontal Directional Drilling (HDD) below the rail lines at land plots 1-19, 1-20, 1-22 and 1-23. The permanent rights over 1-21 will be downgraded to temporary and only in the event that HDD under Plot 1-22 is not feasible. Rights for access to plots 1-06a, 1-06c, 1-06 and 1-22 should remain for monitoring and maintenance purposes only (subjective to protective provisions ensuring the continued operation of rail and the further development of rail). This route could also be subject to change as a result of agreements reached between Encirc and the applicant. Encirc will keep the Examining Authority updated in this regard.</p>	<p>The Applicant notes this response and are discussing this with Encirc in the protective provisions draft finalisation which was shared on 23 June 2023.</p>

Reference	Comment	Response
CR-11g	<p>1.12 As part of Encirc automated warehouse development, the security gatehouse will be placed on land marked as plot 1-06a. Encirc is a customs bonded facility and access beyond the gatehouse is restricted in accordance with conditions imposed by HMRC. Encirc's obligations in this respect will need to be complied with at all times.</p> <p>1.13 HGV movements to Encirc site are limited by planning permission ref. 18/04948/S73. The acquisition of rights for access along plots 1-06c, 1-06b and 1-06a would require the use of Ash Road for access. Encirc also has a S.278 agreement with the Council for the maintenance of Ash Road.</p> <p>1.14 This representation relates to additional plots proposed for access as part of the change request. Encirc will outline further incompatibilities between the DCO and its proposed development plans in its written summaries of oral submissions made at Hearings on 7th and 8th June 2023 to Deadline 4. 1.15 This includes the availability of access to plots 1-03 and 1-06 from the north as shown along plots 1-01 and 1-02, which are incompatible with the planning application proposals, as well Encirc's future plans for a hydrogen powered furnace and intermodal-rail facility.</p>	<p>The Applicant notes this response and has no further comments at this time.</p>
CR-12a	<p>General comments/observations: No objections to the proposed changes set out in Change request 1. FCC agree with the conclusions of the ES Addendum that the proposed changes as set out in Change Request 1 would not significantly change the original Environmental Assessment dated 2022. Therefore the conclusions and considerations as set out in the</p>	<p>The Applicant notes this response and has no further comments at this time.</p>

Reference	Comment	Response
	<p>Flintshire County Council Local Impact Report submitted at Deadline 1A would remain the same. A table providing commentary on each proposed Change Request has been submitted by email to the Examining Authority for their information.</p> <p>Change 1: It is noted that the change would result in an increase in size of the Order limits. No tree or significant landscape impacts. Change 1 would include the alterations to a proposed access point on to the public highway (work no. 52). The details and specifications of which would be submitted subsequently at the detailed design stage. FCC would agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p>	
CR-12b	<p>Change 2: It is noted that the change would result in an increase in size of the Order limits Option PS02b change involves the reduction of the buffer for ancient woodland from 15m to 13m in the vicinity of a mature oak (T1291). Using the British Standard, Trees in relation to design, demolition and construction – Recommendations (BS5837:2012) the Root Protection Area (RPA) for T1291 can be calculated as a radius of a circle that is 12 times the stem's Diameter at Breast Height (DBH). Based on the measured trunk diameter of 1200mm the RPA would extend to 14.4m from the tree's centre stem. The trunk is set at least 2.5m behind the fence line that is considered to mark the boundary of the ancient woodland. Taking into account the position of the tree its RPA would extend 11.9m over the boundary of the ancient woodland and be entirely</p>	<p>The Applicant notes this response and has no further comments at this time.</p>

Reference	Comment	Response
	<p>within the reduced buffer for ancient woodland of 13m and comply with the BS5837:2012. In accordance with best practice the applicant is willing to undertake the construction work in accordance with a site-specific Arboricultural Method Statement (AMS) that is proposed to be agreed at a later stage. It is stated that the AMS will incorporate a Tree Protection Plan (TPP) and the work will be supervised by an Arboricultural Clerk of Works (ACoW). This will provide additional safeguards.</p>	
<p>CR-12c</p>	<p>Change 2: The site-specific AMS should include a detailed scaled drawing showing the extent of the canopies beyond the woodland boundary. It is also recommended that the site-specific AMS should also include several crosssection drawings showing the reduced buffer for ancient woodland, full extent of excavations, protective barrier, stockpiled soil and extent of tree canopies in cross section.</p> <p>NRW's guidance relating to buffers for ancient woodland follows the same approach in BS5837:2012, referring to them as stand-offs (or protection zones) and does not adhere to the 15m buffer from the woodland's edge recommended by Natural England. There is provision for the stand-off for ancient woodland to extend further where necessary. Notwithstanding, taking into account the nature, duration and proximity of the development it is considered that an increase in the stand-off is not justified, as other potential effects such as noise, dust and light pollution will be mitigated in the CEMP.</p>	<p>The Applicant will prepare a detailed AMS following confirmation of the detailed design of the DCO Proposed Development, ensuring that any AMS is relevant and specific to the impacts of construction. However, the Applicant notes FCC's comments regarding the inclusion of cross-sectional drawings and will include these in a detailed AMS, secured by Requirement 11 of the draft DCO [REP4-007], where they are of assistance.</p>

Reference	Comment	Response
	<p>Pre-commencement surveys (e.g. badgers) will also be undertaken. It is also acknowledged that the 15m buffer will soon increase to the default 15m either side of T1291.</p> <p>Both proposed options proposed complies with BS5837:2012 and is considered to meet NRW's advice on development affecting ancient woodland.</p> <p>Measures set out in the outline Construction Environmental Management Plan (CEMP) and the submission of details in accordance with Requirement no.5 within the CEMP would ensure the protection of woodland during construction. Pre-commencement protects species surveys are also proposed.</p>	
CR-12d	<p>Change 2: Retrospective Planning permission for a slurry tank was issued by Flintshire County Council under planning permission reference FUL/000111/23 on 27 April 2023. Either Change option proposed ref PS02a and PS02b would effectively avoid the consented slurry tank. FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p>	<p>The Applicant notes this response and has no further comments at this time.</p>
CR-12e	<p>Change 3: It is noted that the change would result in an increase in size of the Order limits No tree or significant landscape impacts.</p> <p>Change 3 would include the alterations to a proposed access point on to the public highway. The details of which would be submitted subsequently at the detailed design stage.</p> <p>It is noted that Change no.3 involves the encroachment into Flood Zone C2.</p>	<p>Change 3 was assessed as part of the 2023 ES Addendum Change Request 1 [CR1-124]. This concludes that Change 3 does not result in changes to the likely significant effects as reported in the 2022 ES for water resources and flood risk.</p>

Reference	Comment	Response
	FCC would respectfully defer to the advice the Examining Authority receive from NRW with regards to this change.	
CR-12f	<p>Change 5: It is noted that the addition of Saturday mornings proposed in this change to the project working hours would allow the construction programme to be executed in a more efficient and timely manner. Flintshire County Council's Environmental Health/Public Protection Officers have been consulted and have raised no objection in the increase of construction working hours in include Saturday mornings. FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p> <p>Change 7: Flintshire County Council's Public Rights of Way Officer have been consulted on this proposed change and have no objections or significant concerns with regards to the proposed change. It is noted that this change is proposed in the interests of pedestrian and cyclist safety which is welcomed. FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p> <p>Change 11: It is noted that the change would result in an increase in size of the Order limits No tree or significant landscape impacts. FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly</p>	The Applicant notes this response and has no further comments at this time.

Reference	Comment	Response
	<p>change the original Environmental Assessment dated 2022.</p> <p>Change 12: No comments, the change is noted. FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p> <p>Change 13: It is noted that the change would result in reduction in size of the Order limits. Flintshire County Council's Public Rights of Way Officer have been consulted on this proposed change and have no objections or significant concerns with regards to the proposed change. The Order Limits at this location at Work No. 31 have been reduced so that part of the Public Right of Way falls outside of the Order Limits which is welcomed. FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p> <p>Change 15 No tree or landscape impacts. The reduction of the Order Limit in this location to remove a potential impact on an existing badger sett located in an adjacent wooded area is welcomed. General comments/observations: No objections to the proposed changes set out in Change request 1. FCC agree with the conclusions of the ES Addendum that the proposed changes as set out in Change Request 1 would not significantly change the original</p>	

Reference	Comment	Response
	<p>Environmental Assessment dated 2022. Therefore the conclusions and considerations as set out in Flintshire County Council Local Impact Report submitted at Deadline 1A would remain the same.</p> <p>FCC agree with the conclusions of the ES Addendum that the proposed change would not significantly change the original Environmental Assessment dated 2022.</p>	
<p>CR-13a</p>	<p>CR1 and CR2 Change Request 1 requires additional compulsory purchase land to the NW of the existing slurry tank at Newbridge Farm (18-20a). Two possibilities are considered in the change request. One involves a requirement to remove the slurry tank the other involves aligning the pipeline much closer to the adjacent woodland to the NW. That proximity is objected to by NRW, increasing the likelihood that the slurry tank will need to be removed. The developer has assessed the demolition impacts but nowhere does it seem to have assessed the economic impacts on the farm. A dairy farm cannot operate without a slurry tank; it is a statutory requirement. The developer concedes that there is no suitable alternative location for the tank and so the business will need to close.</p>	<p>The Applicant confirms that the extra land sited at plot 18-20a is for extra space to site the pipeline between the reference slurry tank and the ancient woodland located to the North of the IP's farm. Given the proximity to the ancient woodland, an additional option of re-siting the slurry tank has been provided in the event that the relevant statutory body deems the pipeline too close to the root protection zone. The Applicant has actively been in discussion with NRW, who have advised that consideration of impacts to ancient woodland and any mitigation should be undertaken with FCC. The Applicant has engaged with FCC on this point who have agreed with the Applicant's assessment that adverse impacts to the health and integrity of trees encompassed within the ancient woodland are unlikely to occur on the premise of a minor encroachment of intrusive works within the conservative root protection area assumed. Details of conversations have been captured within the Statement of Common Ground – Flintshire County Council [REP3-025] to be updated at Deadline 5. The Applicant notes the consultation response from FCC [CR1RR-006] on this point and is actively seeking formal approval for this route, and that this is the primary option in this area.</p>

Reference	Comment	Response
		<p>If this is not achievable, then the Applicant would seek to relocate the tank in an alternative location and has been in regular discussion with the IP. The Applicant does not agree with the IP's assessment and understands there are options for the Tank to be relocated, temporary slurry provisions to be provided and appropriate compensation given to the IP (at the Applicant's cost), without causing a risk of farm closure. The Applicant has carried out farm impact assessments and plans to submit this to the IP and the Examination as part of an "Ewloe Routing and Mitigation Position Paper" to be submitted into the examination at a later date.</p>
CR-13b	<p>Change Request 2 increases the permanent land take by the Alltami Brook (19-04d). this will sever the holding, it represents additional lost acres of land making the business unsustainable as there is a level below which a dairy unit cannot operate and will cause stock reductions and redundancies. There will also be a loss of free fresh water supply from the woodland stream that has been enjoyed by the farm since it was bought in 1978.</p>	<p>The Applicant notes that the land shown in plot 19-04d represents an area for construction optionality (aligned with the principles of the optionality in the 100m corridor). Therefore, the Applicant will seek only to acquire surface rights (as a design option), for a small section of the width of this plot. The exact location and size of this area are to be confirmed during detailed design. However, the indicative span of approximately 14m and a width of approximately 4m, but the dimensions may vary dependent on the final crossing location selected at detailed design. The Applicant also notes that if any land is severed then this will be dealt with under the compensation code.</p>
CR-14a	<p>This is the representation of Cheshire West and Chester Council ("the Council") to the Liverpool Bay CCS Limited ("the Applicant's") Change Request 1 in respect of the Applicant's application for development consent for the Hynet Carbon Dioxide Pipeline DCO ("the Project"). The Council's comments are raised in respect each change considered relevant to the Borough off Cheshire West and Chester.</p>	<p>The Applicant notes this response and has no further comments at this time.</p>

Reference	Comment	Response
	<p>Proposed Change 4 - Extension of the Order Limits of Work No. 23 and addition of Plot no 9-14a, 9-16a, 9-16b, 9-18a, 9-18b and 9-19a, to the north to reduce the impact on veteran trees near Backford Brook (Applicant Reference: PS04). Below are the Councils biodiversity / ecology comments: It is noted that the technical appendices have been updated with general survey information, as well as information directly in relation to Change Request 1. The comments below are based on information relating to Change Request 1, Change number 4, only. Note that where there is more than one part to a document, only the first part has been referred to, unless there is a specific query with subsequent parts.</p> <p>[CR1-025] - Liverpool Bay CCS Limited Additional Submission - D.6.1 Environmental Statement – Non-Technical Summary (Tracked Changes) - There looks to be no new information relating to the change request. No concerns are raised by the Council.</p> <p>[CR1-055] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.1 Environmental Statement - Appendix 9.1 Habitats and Designated Sites (Tracked Changes) - It is noted that the document includes change request area 4, with similar habitats to the land adjacent, including semi-improved grassland, trees, ditch and hedgerow. No concerns are raised by the Council.</p> <p>[CR1-061] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.2 Environmental Statement - Appendix 9.2 Great Crested Newt Survey Report (Tracked Changes) - There have been no changes in</p>	

Reference	Comment	Response
	this document. There are no further ponds included due to the increase in area, than were previously considered. No concerns are raised the Council.	
CR-14b	[CR1-063] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.3 Environmental Statement - Appendix 9.3 Bat Activity Survey (Tracked Changes) - The increase in the Order Limit for Change number 4 (near to T169 on Fig 9.3.2 Sheet 2 of 9), which includes further trees and hedgerows, does not seem to have been mapped within this report and there is no indication that the trees in this extended area have been surveyed for Bat roosts. The Council. requires further tree and hedgerow survey data / mapping to be provided in the Bat Activity Survey.	The Applicant can confirm that an updated Appendix 9.3 and Figure 9.3.2 have been prepared and submitted at Deadline 4 as part of the consolidated ES incorporating Change Request 1 and Change Request 2 [REP4-096] . This includes results of surveys of those trees that fall within the Order Limits extension associated with Change Request 1, in particular around Backford Brook.
CR-14c	[CR1-067] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.4 Environmental Statement - Appendix 9.4 Bats and Hedgerows Assessment (Tracked Changes) (Part 1) - Change number 4 has been included for transect surveys, but not for trees, as above (Fig 9.3.3 Sheet 2 of 6).The Council requires that further tree survey data to be provided within the Bats and Hedgerows Assessment.	The Order Limits have been amended within the figures of the Appendix 9.4 - Bats and Hedgerows Assessment [CR1-066] . There is no hedgerow present in proximity to PS04 Backford Brook and therefore the figures are correct as presented. Trees present within this area have been captured within an updated Appendix 9.3 Bat Activity Survey, as Deadline 4 as part of the consolidated ES incorporating Change Request 1 and Change Request 2 [REP4-096] .
CR-14d	[CR1-071] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.5 Environmental Statement - Appendix 9.5 Badger Survey Report (Confidential) (Tracked Changes) - The figures for Change number 4 are not included in the report. The Council requires the missing Badger figures are provided / incorporated to be into the Badger Survey Report.	The Applicant can confirm that the figures remain accurate. The figures as presented, illustrate the locations of evidence or activity of badger. No evidence of badger activity or evidence was recorded within or beyond the location of PS04 Backford Brook.
CR-14e	[CR1-074] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.6 Environmental Statement -	The Applicant notes this response and has no further comments at this time.

Reference	Comment	Response
	Appendix 9.6 Riparian Mammal Survey Report (Tracked Changes) (Part 1) - The area of ditch included within Change number 4 has been surveyed and no evidence was found. No concerns are raised by the Council.	
CR-14f	[CR1-077] Liverpool Bay CCS Limited Additional Submission - D.6.3.9.7 Environmental Statement - Appendix 9.7 Barn Owl Survey Report (Confidential) (Tracked Changes) - The figures for Change number 4 are not included in the report. The Council requires the missing Barn Owl figures to be provided in the Barn Owl Survey Report.	The Applicant can confirm that the figures remain accurate. The figures as presented, illustrate the locations of features with potential to support barn owl (including any evidence of activity or presence). No features with potential to support roosting barn owl were recorded within or beyond the location of PS04 Backford Brook.
CR-14g	[CR1-079] Liverpool Bay CCS Limited Additional Submission D.6.3.9.8 Environmental Statement - Appendix 9.8 Bird Report (Tracked Changes) - There is no relevance to Change number 4, due to the limited area of extent. No concerns are raised by the Council. [CR1-081] Liverpool Bay CCS Limited Additional Submission D.6.3.9.9 Environmental Statement - Appendix 9.9 Aquatic Ecology (Watercourses) Survey Report (Tracked Changes) - The area of ditch included within Change number 4 has been surveyed and no further action is required. No concerns are raised by the Council. [CR1-057] Liverpool Bay CCS Limited Additional Submission D.6.3.9.10 Environmental Statement - Appendix 9.10 Aquatic Ecology (Ponds) Survey Report (Tracked Changes) - The area included within Change number 4 has been surveyed and no further pond surveys were required. No concerns are raised by the Council.	The Applicant notes this response and has no further comments at this time.

Reference	Comment	Response
	<p>Proposed Change 5 - Extension in construction working hours to include Saturday morning working (Applicant Reference PS05) The Council's response: In line with revised para 2.2.1 of the OCEMP [CR1-119] the Council has no objection to the extension of construction working hours to 08:00 to 13:00 on Saturdays. The Council notes that this change has not been reflected in Schedule 2, Requirement 13(1) of the dDCO at Change Request 1 [CR1-017] but has been subsequently updated in the most recent draft DCO [REP3-005].</p> <p>Proposed Change 6 - Extension of the Order Limits at Work No. 3 to enable access to Ince AGI from the adopted highway (Applicant Reference PS06) The Council's response: Notwithstanding the Council's previous comments raised in respect the impact of the access to Ince AGI upon the Protos Plastics Park (para 6.8 of the Council's LIR [REP1A-002]) and upon Expansion of Encirc (Para 2.2.12 of the Council's response to the Applicants' comments on the Council's LIR [REP3-044]), the Council has no further comment to make on this proposed change.</p>	
CR-14h	<p>Proposed Change 12 - Clarification of construction methodology to allow non-road mobile machinery to cross features at the surface of trenchless crossings (Applicant Reference PS15) The Council's response: the Council is not clear as to the need for this change and the Council would welcome clarification from the Applicant.</p>	<p>NRMM such as tracked excavators are mobile but not road legal. By enabling tracked machinery to cross minor roads perpendicularly, using temporary and rapidly deployable surface protection measures and temporary traffic restrictions (i.e. used tyres and Stop/Go boards), the Applicant can significantly reduce low-loader traffic along local roads pulling into and out of fields. This is standard pipelining practice and was omitted from the original submission in error.</p>

Reference	Comment	Response
CR-15a	<p>CR1 Notice of Proposal for Changes to the Accepted DCO Application (Change Request 1) Comments of United Utilities Water Limited (Registration ID 20034023) United Utilities Water Limited (U UW) has reviewed the detail of Change Request 1 which relates to 18 proposed changes to the DCO. In accordance with our previous submissions, any works within proximity to the assets of U UW must take place in accordance with our Standard Conditions for Works Adjacent to Pipelines (hereinafter referred to as ‘the Standard Conditions’).</p> <p>With respect to Change Request 1, we wish to note the following points. Change Request 1 Change 6 We note that a permanent access has been added to the North. This is an existing roadway. We would require information from the developer to show how the proposed works will comply with the ‘Standard Conditions’ of U UW, e.g., the loading of the existing road should not be exceeded.</p> <p>The assets of the U UW which are affected are:</p> <ul style="list-style-type: none"> • 12” CI Emptying Pipe from Ince Service Reservoir; • 350mm ST Raw Water Main; • 450mm ST Raw Water Main; and • 100mm CI Foul Water Sewer. <p>Change 12 We note that this is a proposal for movement of non-road mobile machinery and there is no specific information given. As such, we would require more information of each proposed crossing location of our assets in order to be able to assess the</p>	<p>This detail will be provided to U UW by the construction contractor as secured by Protective Provisions.</p>

Reference	Comment	Response
	<p>impact on our infrastructure and advise on any mitigation that would be necessary.</p> <p>Change 16 We note that this is a diversion of a public right of way. We have a 700mm HPPE Raw Water Main nearby. Any works in the location of our asset would need to comply with the 'Standard Conditions' of UUW. In addition, access to our assets and the requisite offset distance from our assets would be required for maintenance, repair and replacement.</p>	
CR-15b	<p>In addition to the above comments, we wish to make the following additional observations with respect to the recently submitted updated information.</p> <p>Outline Construction Environmental Management Plan</p> <p>There is no explicit mention of the disposal strategy for surface water in this document. In accordance with our various discussions with the applicant, we wish to highlight that the hierarchy of drainage for the management of surface water should be applied to avoid a need to connect to the public sewer especially the public combined sewer. It is also critical that careful consideration is given to the connection point for any temporary foul connection that may be made during the construction process. We would not wish to see proposals for drainage to connect to wastewater catchments which are disproportionately sized compared with the proposed foul flows as this could have consequences on both the receiving wastewater treatment works and the receiving wastewater network. Careful consideration will therefore need to be given to the point of connection in liaison with UUW. This will be a particularly important consideration for those areas of</p>	<p>An Outline Surface Water Management and Monitoring Plan is being prepared and will recommend the relevant measures to be considered by the Construction Contractor for the prevention of surface water pollution, collection, management and disposal of surface water runoff from the proposed construction sites and compounds under the Construction Environmental Management Plan.</p>

Reference	Comment	Response
	<p>the route that are rural / in open countryside which may be served by only small wastewater treatment works or where there is no existing wastewater infrastructure. For temporary related activities, such as construction compounds and workers accommodation, it may be necessary to consider on-site treatment.</p>	
CR-15c	<p>Environmental Statement (Volume II), Chapter 15 Noise and Vibration There is no explicit mention of buried services. There are potential environmental impacts associated with discoloured water, a loss of water supply or flooding associated with vibration of water mains and there is the potential for pollution and / or flooding associated with the vibration of sewers or rising mains. This should be considered in accordance with BS 5228 parts 1 and 2 2009 (referenced in the chapter) and the 'Standard Conditions' of U UW. Environmental Statement (Volume III), Appendix 15.3 Noise and Vibration Assessment Results The predicted vibration levels shown in tables 12 and 13 could present a risk if undertaken in proximity to the assets of U UW. and will need to be assessed as noted above.</p>	<p>The Applicant notes this response. The Applicant welcomes U UW engagement on Protective Provisions which act to secure U UW assets from construction hazards, including vibration.</p>
CR-15d	<p>Protective Provisions U UW is in the process of preparing a set of Protective Provisions which we hope to agree with the applicant and submit to the Examination for inclusion with the proposed Development Consent Order as soon as possible.</p>	<p>The Applicant welcomes U UW engagement on Protective Provisions.</p>
CR-16	<p>Can I request an additional 13 copies for members of my Council?</p>	<p>The Applicant continues to engage with local councils. Further information, including a meeting, was offered.</p>

Reference	Comment	Response
CR-17	<p>Further to your recent enquiry, the following Sky route(s) may be <u>indirectly</u> affected by your proposed works:</p> <p>Liverpool - Chester</p> <p>The SKY route(s) is indirectly affected as we only lease telecoms infrastructure from Vodafone, who own and are responsible for the maintenance or diversion thereof. For further information or detailed plans for this area, please contact the Vodafone Enquiry Team. Please note that if our apparatus is deemed to be affected by your proposal and requires relocation or diversion in any way, you will need to contact SKY to provide estimates as per NRSWA Diversionary Works process.</p>	<p>The Applicant notes this response and has no further comments at this time.</p>
CR-18	<p>I can confirm the plans for the Liverpool Bay CCS CO2 pipeline is still unaffected in terms of GTC assets. The amendments appear to be near Galchog Farm and GTC has assets next to St Mary's Drive. This was the only area that was near any of our assets, therefore no further action is required by yourselves on behalf of GTC.</p>	<p>The Applicant notes this response and has no further comments at this time.</p>
CR-19	<p>Further to the email below – HSE can confirm our advice remains the same as that given in our previous S42 advice and as such have no further comments to make.</p>	<p>The Applicant notes this response and has no further comments at this time.</p>
CR-20	<p>Thank you for inviting us to respond to this further consultation relating to the 18 proposed changes to the project.</p> <p>Subject to the consideration of the points raised in our previous response (which are still relevant to the proposed changes) and the project being operated in</p>	<p>The Applicant notes this response and has no further comments at this time.</p>

Reference	Comment	Response
	<p>line with current sector guidance and best available techniques (BAT), we have no grounds for objection based on the information provided.</p> <p>We have no additional comments to make at this stage.</p>	
CR-21	<p>SCARS welcomes investment in the North West's infrastructure if it contributes to the economic prosperity of the area and if it enhances the natural and built environments for the benefit of residents and visitors.</p> <p>We will be pleased to liaise with HyNet North West to consider any community investment opportunities to celebrate and enhance the heritage of the Sankey Canal.</p> <p>The Trans Pennine Trail and the Sankey Valley Trail follow the canal towpath and as a green corridor they are a popular walking and cycling amenity, linking communities along the route.</p> <p>We request that HyNet liaises with SCARS to ensure that the proposed works do not adversely affect the restoration, maintenance or operation of the Sankey Canal as a navigable waterway.</p> <p>SCARS is working in partnership with St Helens Borough Council, Warrington Borough Council, Halton Borough Council and the Canal & River Trust to improve and restore the Sankey Canal.</p> <p>One of our restoration priorities is the section from Spike Island Marina (Widnes) to Fiddlers Ferry Marina</p>	<p>The Applicant has reviewed the map of the Sankey Canal found on the SCARS website. On this basis, the Applicant can confirm that the pipeline does not cross, or pass close to, the Sankey Canal which lies wholly north of the River Mersey. The Applicant believes the comments apply to the HyNet North West Hydrogen Pipeline. This is a separate DCO application expected to be submitted to the Planning Inspectorate by Cadent later in 2023.</p>

Reference	Comment	Response
	<p>(Penketh) to Sankey Bridges (Warrington), which is also referred to as the 'Linking The Locks' project. The canal is in water but only the two marinas are navigable (although there is currently a water supply issue at Spike Island Marina).</p> <p>We request that HyNet considers the following points and takes action as necessary:</p> <ul style="list-style-type: none"> • Provide SCARS with drawings of the pipeline route(s) and construction working area(s). SCARS is aware of one proposed HyNet crossing of the Sankey Canal near Marsh Lane between the Fiddlers Ferry Power Station lagoons and Fiddlers Ferry Marina. • Depth of the canal bed and canal structures to be confirmed, by carrying out site survey and ground investigation works. • Pipe(s) to cross underneath the canal with a minimum clearance of 1 metre between the crown of the pipe and the deepest canal structure, subject to the findings of the ground investigation works and an engineering assessment of the proposed crossing design. • Pipe(s) to be laid in a conduit or sleeve to; 1) Facilitate the pipe's future replacement without affecting the canal and, 2) To protect the pipe from any future canal repair or restoration activities. • Pipe(s) not to act as a conduit for groundwater, and construction activities not to cause ground 	

Reference	Comment	Response
	<p>settlement, heave or waterlogging that adversely affects the canal.</p> <ul style="list-style-type: none"> • Canal bed and canal banks to be made watertight, to reduce the risk that canal leakage or vegetation growth will adversely affect HyNet's assets and the surrounding ground. • Environmental protection measures to be put in place to avoid causing a water pollution incident or harm to wildlife. • Method of work, vibration levels and ground settlement information to be submitted to the relevant local authority engineering department for acceptance prior to any HyNet site investigation or construction activities. • Similar precautions are recommended to be taken for the crossing of any other watercourses, especially any that drain in to the Sankey Canal or are tributaries of the Sankey Brook. 	